SEPTEMBER 11, 1953

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TO THOSE ABOUT TO BUY A NEW CAR

Drive the dashing Daimler CONQUEST

—it will take your breath away!

OVER 80 M.P.H. PLUS DAIMLER DIGNITY FOR £1,066 PLUS £445.5.10 P/T.

The new Daimler 'Conquest' is a car of many parts. Whether you are a motorist who looks for high performance, ease of handling, luxurious comfort, or quality of finish, this remarkable car will take your breath away.

You will notice first its smooth dignity, its graciousness of line, the fine finish to every detail; the soft, deep upholstery that reminds you of your favourite armchair; the flat floor unobstructed from front to rear; a solid walnut facia. It is every inch an aristocrat — a Daimler.

Vivid acceleration. Sit at the wheel and note the extraordinary width of vision given by the curved windscreen and rear window. Drive away and feel the smooth, effortless glide achieved by fluid transmission and a preselector gearchange. You reach 30 almost before you know it — in 5 seconds, to be precise. That *is* acceleration.

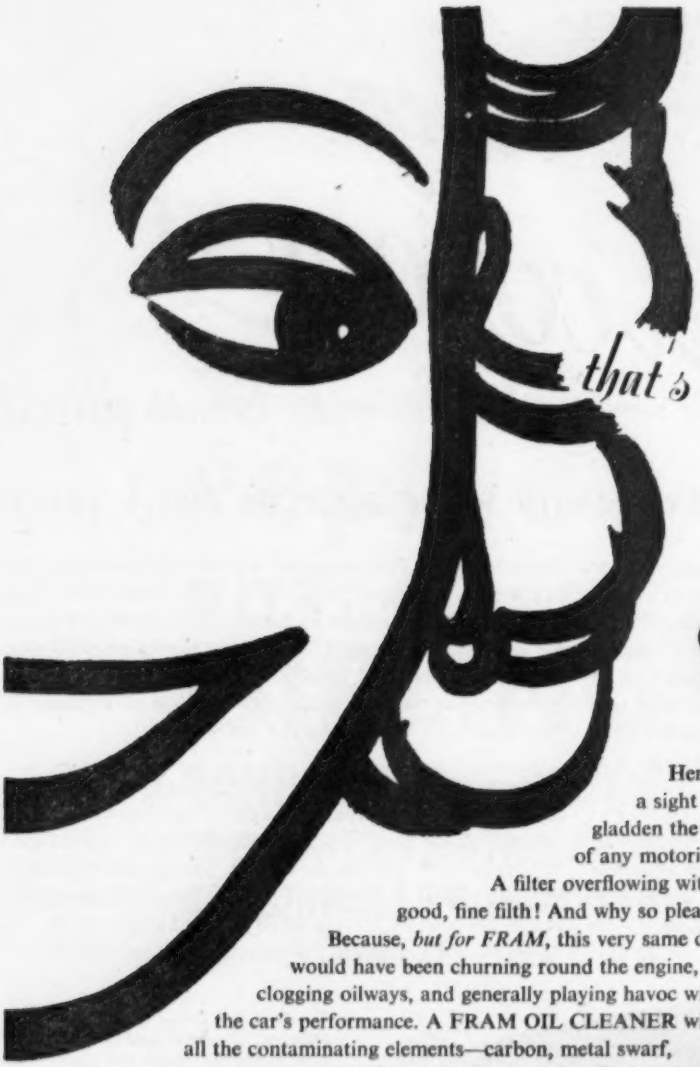
Facile handling. The 'Conquest' will e-a-s-e forward for you in a way that makes difficult traffic almost enjoyable. Then with a touch of your right foot it will surge ahead and cruise for you at a nonchalant 70 or soar to a top speed of 80 plus, while the independent front suspension, provided by laminated torsion bars, succeeds in concealing all evidence of fast cornering, road shocks and bad surfaces.

Important features. Other points deserving mention are a really capacious luggage boot; a petrol reserve switch; built-in heating and ventilation; automatic chassis lubrication; 11" brakes with 148 sq. in. surface. The 2½ litre 6 cylinder O.H.V. engine develops 75 b.h.p. Petrol consumption ranges between 26.5 m.p.g. at 30 and 18.5 m.p.g. at 70.

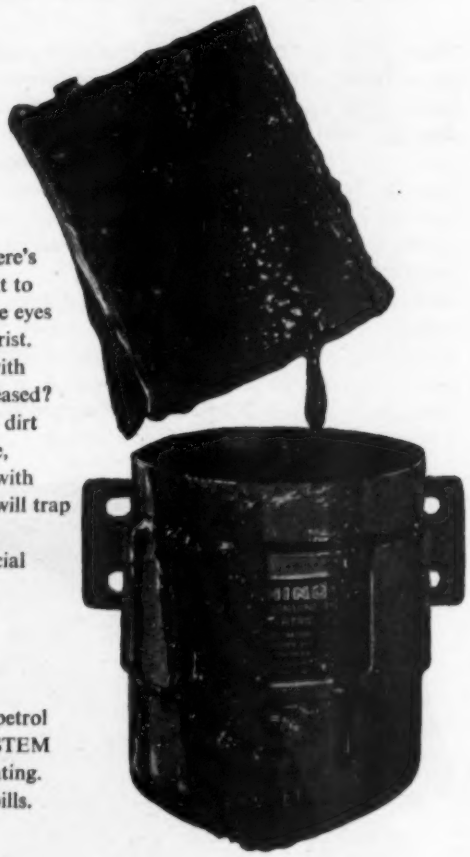
All in all, the 'Conquest' is a thoroughly breath-taking car.

To obtain full details of this remarkable Daimler 'Conquest' and the address of your nearest distributor you should write today for the free illustrated broadsheet to Bureau 2, The Daimler Co. Ltd., Coventry.

'OUT OF PEDIGREE COMES PACE'



that's what I like to see!



Here's a sight to gladden the eyes of any motorist. A filter overflowing with good, fine filth! And why so pleased? Because, *but for FRAM*, this very same dirt would have been churning round the engine, clogging oilways, and generally playing havoc with the car's performance. A FRAM OIL CLEANER will trap all the contaminating elements—carbon, metal swarf, grit etc.,—and still not affect any of the oil's beneficial additives. And by changing the cartridge regularly your oil can be kept clean and safe all its working life.

AND WHAT ABOUT YOUR PETROL AND YOUR COOLING SYSTEM?

The FRAM PETROL FILTER takes dirt and water out of the petrol and prevents a choked carburettor. The FRAM COOLING SYSTEM FILTER stops scale from forming and the engine from over-heating. So, fit all three FRAM filters and see what you save in repair bills.

WINGS DAY SEPT 19th Give for those who Gave

Please write to us for our illustrated booklet on Filtration. Prices with fitting kit: Petrol Filter 25/-; Cooling System Filter 63/-; Oil Cleaner 66/6 to 79/-. Your garage can fit all three in a few hours.

FRAM FILTERS—ADD YEARS TO THE LIFE OF YOUR ENGINE

Distributed by STENOR LIMITED • RICHMOND • SURREY

CRC 53PP

"Dr." LAYSTALL ASKS:

Aren't fuel Costs terrible?

Especially if added to by frequent expensive overhauls of engines, with cylinders worn out at anything from twenty to forty thousand miles. Fuel and oil consumption soon deteriorates in worn engines—Cromard cylinder liners, still unworn after 100,000 miles—and more—can alter all this. Thousands are proving it; why not you?

Sole Concessionaires :—

LAYSTALL CROMARD LTD

(CROMARD SALES)

Head Office: 53, Gt. Suffolk Street, London, S.E.1.

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Why not write to us for your nearest stockist?

Measham does Everything for the man with a car to sell..

Measham has a national reputation, gets the crowds, makes them comfortable, sets them bidding—for *your* car.

Measham will do the collecting, valuing, valeting, storing—of *your* car.

Measham will arrange hire purchase, insurance, part exchange, and indemnify the buyer—of *your* car.

If you have a car to sell—send it to Measham !
Sales every Tuesday and Thursday—free travel to and from Measham—write for timetable.

Most cars - most people - Measham!

MEASHAM MOTOR SALES ORGANISATION LTD.
(Chairman: G. A. HILL, M.I.M.I.)

Details of all Measham Services, current entry form, and sale conditions free on request.

Head Offices & Sales Headquarters: Measham, Burton-on-Trent. Telephone and Telegrams: Measham 322.

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"PURCHASERS of motor vehicles at Measham are guaranteed a good title and are offered a protection, to the best of my knowledge, hitherto unknown."

Please send me the 140 pp. Measham Magazine, with the latest prices of all used cars sold, and 90 pp. of price information.

I enclose 7/- for current copy.
4 gns for annual subscription. } *Cross out which does not apply.*

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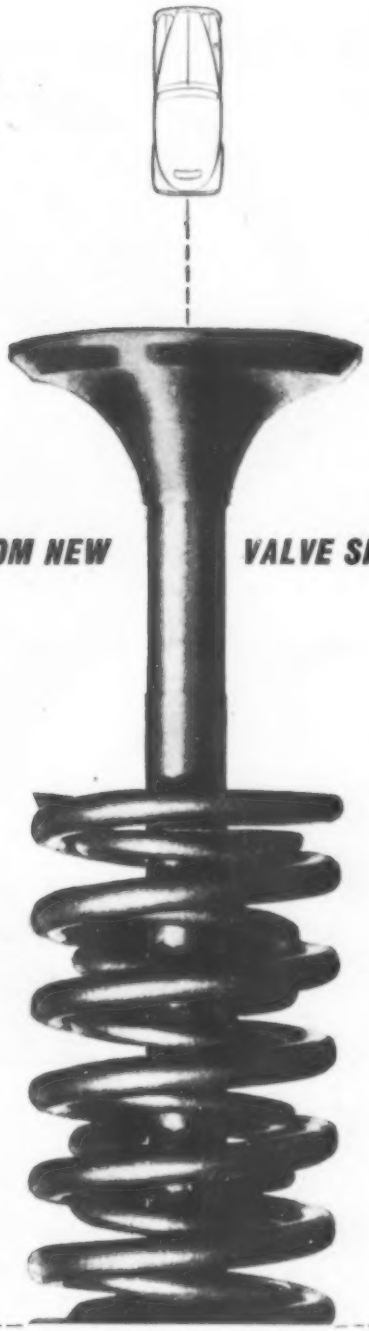
D.W.75



HIGHER MILEAGE **SPRINGS FROM NEW VALVE SPRINGS**

If your car is unduly heavy on petrol have your valve springs examined without delay. They are probably worn and are allowing power to escape past the valves. A new set of Terry's, the experts' choice in valve springs, will stop this waste and show an immediate improvement in M.P.G. as well as in performance. They quickly save you the cost of a refit.

TERRY'S

AERO QUALITY VALVE SPRINGS

Terry's Magneto Spanners. *The 'Midget' 8-leaved spanner fits all sizes of ignition nuts and is also invaluable for general purposes. Includes ·012 feeler gauge and small screwdriver. Blued finish.* **1/6 each**

Terry's Battery Terminal Remover *Strong, light, cadmium plated finish. When screwed down, the centre bolt exerts pressure on the post and pulls up the most obstinate terminal.* **5/- each**

Terry's Ignition Tool *A handy combined spanner and screwdriver to deal with points, coil and distributor nuts and screws.* **1/6 each**

HERBERT TERRY & SONS LTD., REDDITCH, ENGLAND

Designed by Aage Thaarup, the Royal Milliner.

Under all the best bonnets...

JOWETT fit Hepolite products as standard equipment. 'Heplex' tin-plated alloy pistons, with 'Vacrom' piston rings and 'Vacrit' cylinder liners, all contribute to the proved performance of the Javelin engine.

Write for full details of the wide range of Hepolite pistons, rings and liners now available for all makes. And in the future (like Jowett) . . . specify Hepolite.

HEPWORTH AND GRANDAGE LTD.
ST. JOHN'S WORKS, BRADFORD.

mdh 2573

How to make the petrol ads come true

PACKING PUNCH?

You should. You get a wonderful *surge* of power if your petrol is premium and your carburettor is Solex, tuned up for the job. Take advantage of our new offer, and get a performance that's as lively as a rodeo.

LEAPING AHEAD?

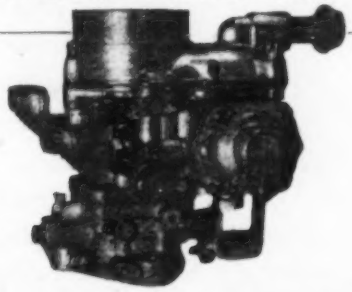
Excellent. Everybody's cup of tea (or pint of petrol). But the grade you'd never be without — yes, even you-know-what — can only put your car ahead if your carburettor's adjusted. The answer's a SOLEX.

ARE YOU A SUPERMAN?

If not, why not? No excuse now you can get better petrol *and* a reconditioned-as-new Solex at a reduced price. No excuse whatever. (But better petrol isn't better at all unless your carburation is correct.)

FEELING THE DIFFERENCE?

We hope so. Everyone does who tries. But *check your carburation* if you want to get the wonderful start, the extra power and miles per gallon. Or, in other words, fill up the coupon and *feel* the difference.



A waste of money to throw good pennies after better petrol unless you ensure your car makes the most of it. This simple truth can't be repeated too often. So (if you haven't already) check your carburation.

Here's an offer. For any make of car, we can supply a new SOLEX in part exchange for your present carburettor. Alternatively — if your car already *has* a SOLEX — we can fit a reconditioned model. Equal to new, these are available at a specially reduced price.

Our pamphlet "Your Carburettor" shows how you can make the petrol ads come true for *your* car (whatever its make). How to get your money's worth from the new petrol—and increase your m.p.g.

SOLEX

the service Carburettor—for every make of car

POST THIS COUPON TODAY

Please send me your pamphlet "Your Carburettor" and details of how to get a reconditioned Solex at reduced price.

NAME .....
(BLOCK CAPITALS PLEASE)

ADDRESS .....

MY CAR IS A ..... MAKE ..... DATE .....

H.P. ..... (CARB. NOW FITTED) ..... RSA

SOLEX LIMITED, 223-231 MARYLEBONE ROAD, LONDON, N.W.1

OVER the hills and far away—an HML rebuilt Vauxhall engine rolls up the miles with splendid efficiency and reliability.

HML VAUXHALL & BEDFORD ENGINE EXCHANGE PLAN

Covers all models Vauxhall and Bedford. Your old engine taken in part exchange. We deliver the new engine first—you send the old one in afterwards. Exchange prices from as low as £35. Deferred terms available. May we send you a copy of our booklet?

PARTS SERVICE DEPARTMENT
Open Monday to Friday 8 a.m. to 6.30 p.m.
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Ring PADdington 0028 for immediate service.

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We have a special department for car radio installation and repairs. Trade enquiries invited.

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The HENLEY SUPER S.G. *for the car of today and tomorrow.*

TYRES may look alike, but they don't wear alike. It's workmanship that makes or mars. At the Henley factory eyes are more watchful and hands more careful because the better the work the better the pay. This commonsense Incentive idea works. It turns out tyres that give more miles of hard wear.

HENLEY TYRES

BUILT WITH INCENTIVE—*THE EXTRA CARE GIVES LONGER WEAR*

To the memory of the gallant Few . . .

. . . who, in defending an island saved the world.

Cliftons

SERVICE STATION LTD.,

The 'Longbridge' of the South.

SIDCUP ROAD, LEE, S.E.12. ELTham 3801

GOOD CARS HAVE

BRITISH LEATHER

UPHOLSTERY

For luxurious comfort—there's nothing like leather

More starts for your money

LOOK FOR THE RED SEAL

New **FIBRAK INSULATION**
for increased power & longer life

New **X-METAL GRIDS**
Highly resistant to acid corrosion

New **COLD-START PLATES**
for trouble-free winter starting

THE BATTERY YOU'VE ALWAYS WANTED

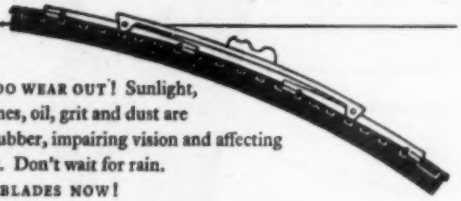
YOUR LOCAL GARAGE WILL SUPPLY

OLDHAM & SON LTD · DENTON · MANCHESTER · ESTABLISHED 1865

Your garage can supply and fit

TRICO
AUTOMATIC
PRESS BUTTON
WINDSCREEN WASHER
CLEANS YOUR SCREEN
as you drive along!

Power operated by the car engine, the Trico Washer requires just a simple touch of the control button and twin water jets spray the screen for 20 seconds. Your Wiper Blades then remove dirt, insects and road splash. The jar holds sufficient water for 600 miles of clear screen driving. Fitted and approved by leading car makers as a modern motoring necessity.



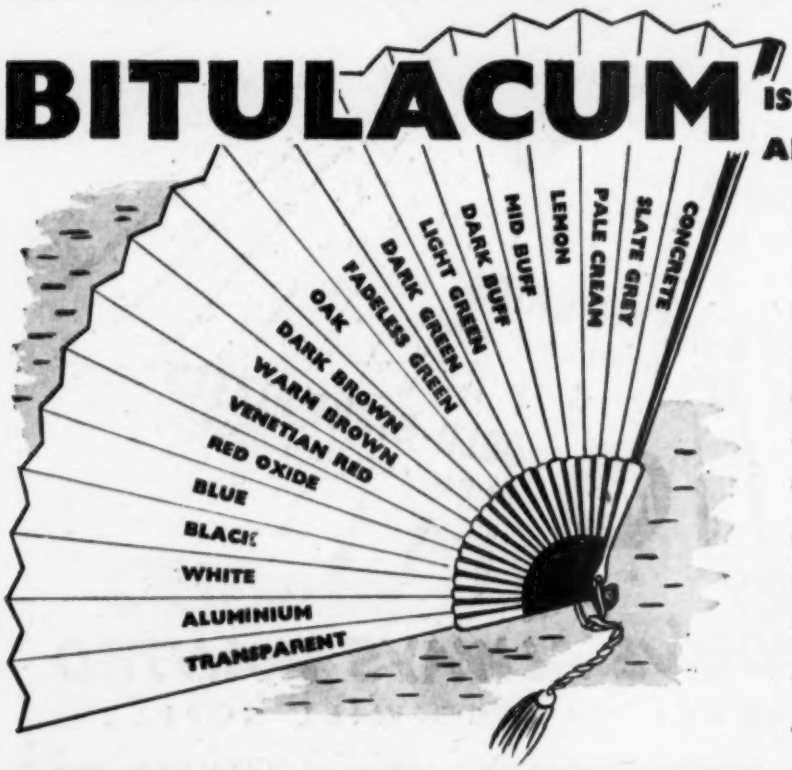
REPLACE YOUR TRICO WIPER BLADES ONCE A YEAR

WIPER BLADES DO WEAR OUT! Sunlight, sea air, traffic fumes, oil, grit and dust are injurious to the rubber, impairing vision and affecting driving efficiency. Don't wait for rain.
REPLACE YOUR BLADES NOW!

TRICO-FOLBERTH LTD · GREAT WEST ROAD · BRENTFORD · MIDDX

Smee's 318

BITULACUM IS AVAILABLE IN ALL THESE COLOURS



. . . for the painting of concrete floors and brick, stone or plaster walls. BITULACUM prevents "dusting" and deterioration and resists the effects of moisture, petrol and oils.

Ideal for use in garages, showrooms, factories, canteens, kitchens, etc.

Write for further details and colour card.

BITULAC LTD. COLLINGWOOD BUILDINGS, NEWCASTLE UPON TYNE, 1.
London Office: 219/220, Dashwood House, Old Broad Street, London, E.C. 2.

* Is she heavy on oil?

If so, it is time you saw your garage about a rebore and a set of

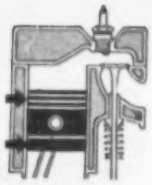
The most advanced and effective replacement piston yet produced giving—
NEW ENGINE PERFORMANCE, LONGER CAR LIFE

COVMO
XL
DE LUXE
PISTONS

Descriptive leaflet from
BRICOVMO LIMITED
COVENTRY ENGLAND

Care-free with Covmo!

NEW features which protect your engine



Pistons and cylinders are vital to engine efficiency

CHROMIUM PLATED TOP RING
The most recent and far-reaching development in piston research. The layer of hard chrome on the working surface of the top ring in contact with the bore not only virtually abolishes ring wear but also reduces wear of the bore by more than half. The combination of a tapered periphery ring in the second groove, with this chromium wear-resisting ring successfully achieves the dual objects of good bedding-in and long life of the respective working surfaces. Full engine efficiency and economy are maintained for TWICE THE NORMAL PERIOD. The well known Maxigroove Oil Control Rings are fitted to ensure satisfactory oil control.

BLACK GRAPHITED SURFACE
checks running-in wear.
The smooth black surface of the XL de Luxe piston is an impregnation of colloidal graphite. This is remarkably tenacious, lasting for the whole of the average run-in period. It provides extra lubrication during the critical early period before the new bore is fully lapped by piston action. This is another brilliant new feature which means longer life and far greater refinement of running than has ever before been possible.

FULLY FASHIONED SKIRT
XL de Luxe Pistons in addition to giving you the Long Life Rebore also give you smoother running. Each piston is ground with compound ovality to produce a skirt form fully fashioned to fit the bore perfectly at high temperatures. New standards of quietness and smoothness result.

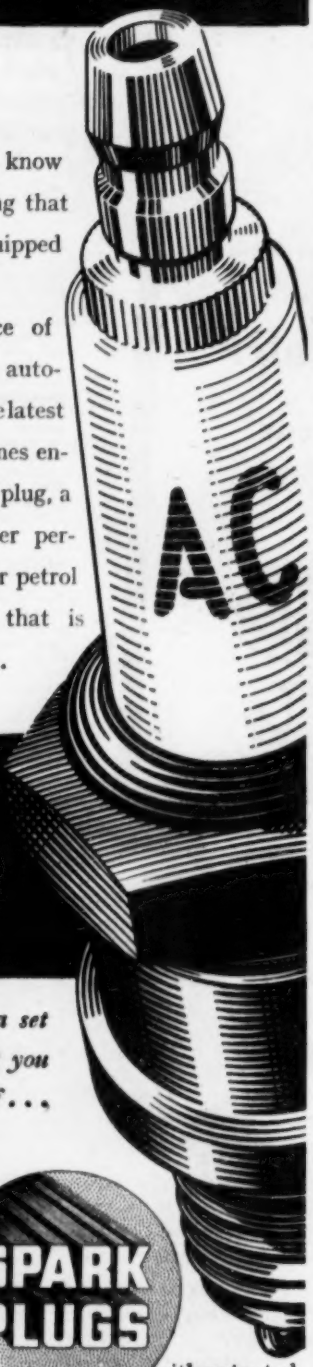
Get a good run for your money —

Fully descriptive leaflet describing these wonderful Pistons post free from BRICOVMO Ltd., Coventry.

COGENT

THE PLUG THAT'S RIGHT

for 2 million new vehicles every year



Millions of owners know the exciting motoring that comes with AC-equipped engines.

The vast experience of General Motors in automobile design, and the latest processes and machines ensure a longer-lasting plug, a plug giving smoother performance and greater petrol economy — a plug that is designed for, and . . .

is right for **YOUR** *car*

Treat your engine to a set today and it will treat you to the great benefits of . . .

AC SPARK PLUGS

with patented CORALOX insulator

Made in Britain by AC-DELCO Division of General Motors Ltd.

For reliability speed and economy

many Police Cars rely on

PIRELLI

"Follow the big user, sir — he's tested them all . . . ***fit Pirelli***"

REDEX 6,500 MILES RELIABILITY TRIAL

World's Longest and Toughest Test.

Drivers of 192 cars, representing practically every make, are taking part in the REDEX Reliability Trial over a course of 6,500 miles which started on August 30th from Sydney, Australia, and will require a fortnight to complete.

The object of the trial is to test the suitability of production cars in the long winding mountain roads, flooding creeks, bog-holes, desert spaces and traffic-congested cities. For the crews the trial will be a test of driving skill, mechanical knowledge, endurance and navigation.

The trial, which is only open to stock model cars, will be run under F.A.I. regulations under the control of the Australian Sporting Car Club. Strengthening of chassis, removal of bumpers, etc., is forbidden, although sump, differential, radiator, lights and windscreen may be protected against such hazards as flying stones and kangaroos.

This trial is not a road race and the organisers have set times in which the competitors must travel from control point to control point. Cars will lose points for being early as well as late at the controls.

The regulations require each car to carry enough petrol and oil for a minimum of 400 miles and a gallon of water, and seven days' rations for each passenger. Compulsory equipment must also include a 50ft. tow-rope, ditching gear and first aid kit.

An unusual feature of the rally is that for the first time an event of this kind will be controlled from the air by a 4-seater Percival Proctor, owned by REDEX Products (A'Asia) Pty. Ltd.

The winning car will earn for its makers a reputation which will be cabled around the world. It will be awarded a £150 trophy and £1,000 Cash First Prize, which REDEX Products (A'Asia) Pty. Ltd. has put up.

Twenty other prizes are for a team of three cars of the same make and model, a team of three cars of the same make but different engine capacities, and for the most successful entrant from each State and so on.

Following his outright win in the 1952 Trial, Mr. Peter Antill paid this tribute to REDEX—

"*The gruelling trial I've just been through strikingly justifies every claim made for REDEX Additive Oil. Throughout the trial there was no sign of engine or transmission overheating—pulling out of bends was noticeably faster—and the steepest grades just disappeared, thanks to the surging power REDEX Superlubrication gave me. Reliability and REDEX go together every time.*"

The going is tough and desert sand tracks present their difficulties.

REDEX Britain is proud to be associated with REDEX (A'Asia) Pty. Ltd. in this, *the greatest endurance test in all motoring history.* British cars will predominate as does the British REDEX Oil and Fuel Additive from which the Rally takes its official title.

Every motorist will want to know how his make of car comes through this test of tests and results will be reported in the National Press on Monday, Sept. 14th.

You can also enjoy car endurance and performance by having REDEX added to your petrol, engine, gearbox, and back axle oils, as did the winners of Le Mans Index of Performance, the Francorchamps and Montlhery Bol d'Or 24 Hours Races and the 12 hours Race at Rheims.

Ask your garage to liven up your engine by a "Long Stroke" 10d. REDEX Refresher rather than your usual REDEX 1d. "shots." Then have the REDEX Oil Additive Short Service, costing 12s. 6d. plus materials, or get the full REDEX Conversion from any REDEX Premier Agent with precision-checked results that will amaze you.

REDEX TROPHY
INTERNATIONAL RACES

All star meeting of best drivers!

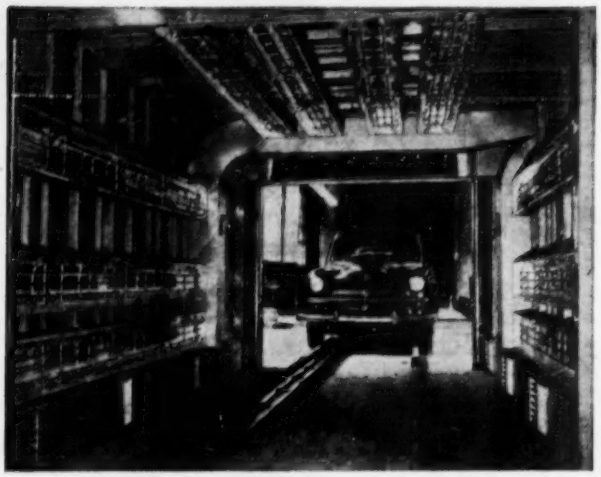
CRYSTAL PALACE
SAT. SEPT. 19th

REDEX contains ingredients that strengthen oil film, save wear and fuel, reduce carbon and corrosion and release extra power. Details from Dept. A.7. (Rally).

REDEX

365 CHISWICK HIGH ROAD, LONDON, W.4.

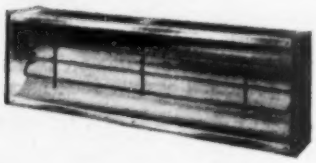
Metrovick Infra-Red speeds the cars . . .



Our Heating Element Department will be glad to discuss your heating problems, and the demonstration rooms at Trafford Park, Manchester and 132/135 Long Acre, London are open for inspection and the actual testing of samples.

VAUXHALL MOTORS LIMITED have recently installed at their Luton factory four Metrovick Infra-Red ovens, arranged as two pairs. The first oven dries moisture off the car after water spraying and takes only FOUR MINUTES; the second oven dries any spotting of cellulose paint necessary before the finished car leaves the factory. The drying time in this oven is about THREE MINUTES.

The basic element projector, shown below, is made in standard sizes, 18 in., 24 in. and 36 in. long, and special lengths can be supplied. The source of radiant heat is the Metrovick tubular-sheathed heating element, an industrial adaptation of the successful "Redring" domestic element.



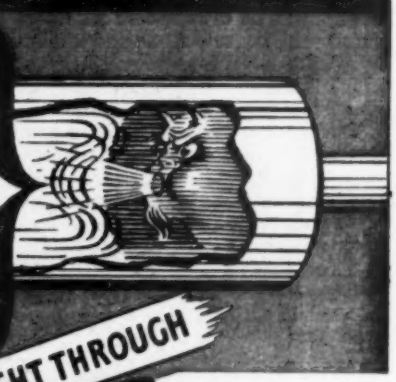
Send for Descriptive leaflet 703/7·1

METROPOLITAN-VICKERS ELECTRICAL CO. LTD., TRAFFORD PARK, MANCHESTER 17
Member of the A.E.I. group of companies

METROVICK *Infra-Red equipment turns hours into minutes*
L/1201

MOTORISTS! RELEASE BOTTLED-UP ENGINE POWER

BACK PRESSURE
Stifles Performance!



SERVAIS

STRAIGHT THROUGH *Silencer*

- Breaks B-P resistance
- Improves Engine Performance
- Ensures Less Vibration
- Reduces Noise to Minimum

If your Garage cannot supply, please ask us for details, giving his address

SERVAIS SILENCERS LTD., ASHFORD ROAD, LONDON, N.W.2. Tel: GLAdstone 6789

TYRE INSPECTION

—THE *Inside* STORY

There's only one sure way to avoid tyre trouble and make tyres last longer — it's *regular inspection.* Small damage and defects in tyres, if left undiscovered, may result in major damage — without warning. Ask your local Bowes Seal-Fast dealer to examine your tyres on the Bowes Seal-Fast Patent Combined Tyre Spreader, Inspection and Repair Bench, which enables him to examine every inch of the inside and outside of your tyres. Remember — "it takes *two* holes to make a puncture — one in the tube and one in the cover." Both can be repaired easily and quickly by the Bowes Seal-Fast process—making a strong, flexible, permanent repair which becomes part of the tyre itself. Be sure to ask for *Bowes Seal-Fast !*

Look out for the

BOWES SEAL-FAST

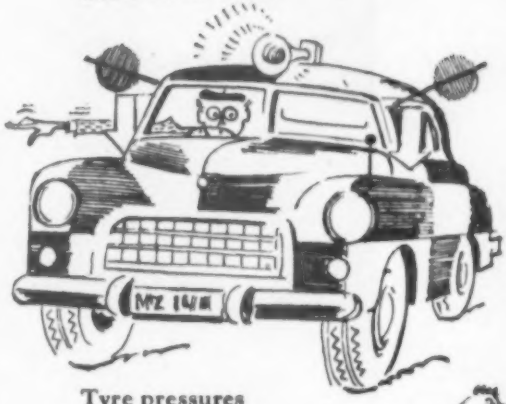
Sign-

When cleaning and polishing ask for Bowes Traffic Film Cleaner, Processed Wax Polish, Auto Top Finish, etc. For radiators, ask for Bowes Radiator Cleanser and Repair Compound.

Garages throughout the country stock BOWES products. In case of real difficulty, write to us for the name of your nearest stockist.

A.P.A. · BOWES HOUSE · HAILSHAM · SUSSEX

Are you a safety-seeking motorist?



Tyre pressures are prime factors in safety. Accurate steering, prevention of skids and safe braking, all depend upon maintaining your tyres at the correct pressure. There is no surer or easier way to 'top-up' your tyre pressures than by using a KISMET foot pump. The KISMET two-stage action gives smooth, effortless operation and each KISMET pump is quality-built to last a lifetime.

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The Autocar
FOUNDED 1895

No. 3015 *Friday, September 11, 1953* Vol. XCIX

Confusion by Day

ERECTION of road signs continues apace, and the time has long passed when a halt should have been called. The motorist who drove and attempted to read his newspaper at the same time would rightly be accused of being a public danger, yet the proliferation of road signs is such that over some sections of the highway his attention is distracted from the road in an exactly similar manner. What the authorities do not seem to realize is that the instinct of a driver, on seeing any road sign, is to try to read it, in case he infringes the law by not doing so. There is a rather complicated international code by which the surmounting red device of a road sign conveys its importance, but few motorists remain permanently cognizant of its definitions. This was shown by the number of puzzled queries as to why the red triangles were being reversed on halt and slow signs.

There are not only the official road signs in the average built-up area; in addition, various unofficial signs, and signs erected by motoring organizations, complicate passage through. Advertising, in turn, supplies further reading matter to distract attention, as does such informative lettering as directions to stations and car parks. Many motorists take a chance and concentrate only on the number of instructions which they are capable of absorbing with safety, and as a result the function of the rest ceases to exist. So should most of the signs themselves.

Outside the built-up area a different over-multiplication offends. Of late years it has been fashionable to erect a sign to indicate any and every road danger, no matter how slight, and the "bend" and "steep hill" signs might be taken as representative of this too helpful outlook. Too many of these have resulted in a marked depreciation of the currency, with the result that the last state of the roads is worse than the first. Lulled to a false sense of security by sign after sign flashing past with its metaphorical cry of "Wolf," the motorist is ultimately caught napping by the bend or hill that really justifies a danger warning.

Confusion by Night

A DIFFERENT confusion intrudes by night, when, mercifully, only the more important road signs are illuminated by means other than impinging head lights. At night the confusion is in the myriad illuminations which modern civilization demands. Mostly this reigns in built-up areas, but the occasional misleading or dangerously placed light is encountered on the open road. It may be the light for an entrance which suggests a vehicle emerging from a side road, or even a householder's decorative lamp giving an illusion of a bicycle on the wrong side of the road, but whatever it is the effect is to increase night danger.

In built-up areas light confusion is phenomenal, and it is safe to say that a visitor from another planet, called upon to contemplate a set of traffic lights in the multi-coloured and brilliant lighting of the modern town centre, would decide that this world's inhabitants were crazy. The comparison should be borne in mind of the carefully guarded darkness of the railway line, against which the signal colour shines out strong and clear for the benefit of the engine driver. The road, with its inherent freedom of movement, should not be regarded as of less safety significance than the controlled steel track. How many motorists, having negotiated a strange and busy town by night, are quite confident that they have observed every traffic light during their passage?

Latest addition to the night lights of motoring is the flashing orange beacons at pedestrian crossings. One unfortunate result of flashing beacons, in certain circumstances, is to suggest the amber of a traffic light, and cause dismay and possibly a dangerous hesitation after they have been passed.

Lights stand out only in contrast with darkness. On the road these days there is far too much intrusive light.

AERODYNAMIC

FRONT OR REAR; WHICH END OF THE CAR MATTERS MORE?

By J. P. MILFORD REID, A.F.R.Ae.S., M.S.A.E., M.I.A.S.

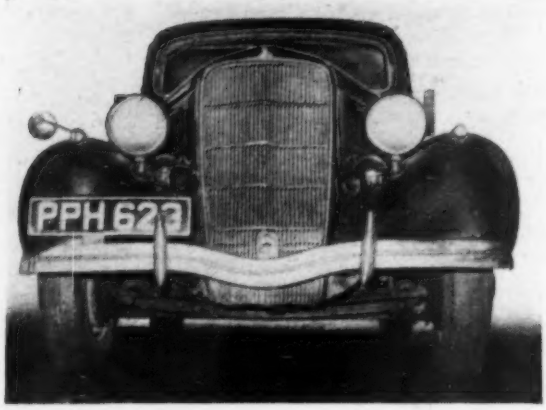
EVER since the word streamlining was first used in connection with automobiles, people have imagined bodies with tapering roof lines and excessively long tails. It was generally thought to matter but little what happened ahead of the windscreen. So many interesting, but entirely fallacious, arguments were put forward about "filling up the vacuum" and "reducing the suction force at the back of the car, which retards its progress and creates drag, that a beetle-shaped back became synonymous with streamlining in the mind of the average motorist. There were so many advocates of such theories in the pages of the motoring press of the early 'thirties that some owners regard it almost as a principle of aerodynamics that the back end matters most in lowering a car's wind resistance. Nothing could, in fact, be further from the truth. During the streamlining craze of that time, the stylists, who were just coming into their own with the introduction of pressed steel construction, were keen to find any valid reason for substituting curves all over, but unfortunately they got hold of the wrong end of the stick, and the chassis engineer, who was not particularly sympathetic towards their demands anyway (but who was better qualified to appreciate the importance of the front end), was encouraged by the sales department to retain a radiator shell which, however modern, could be easily recognized as a replica of the first model produced by his firm after the 1914 war.

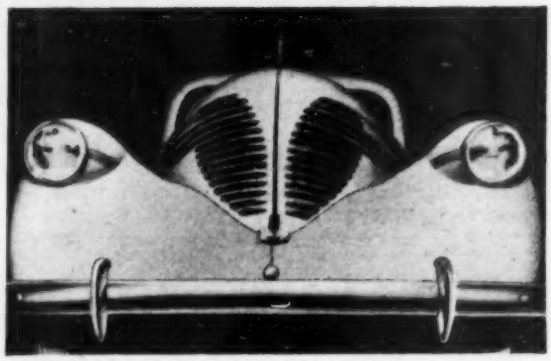
Blind Leading the Blind

Some of the aerodynamic experts of that era were the principal culprits, of course. The stylists were guilty only of following a wrong example in their anxiety to obtain a more dynamic appearance from the flowing curves made possible by the deep-drawing properties of mild steel sheet. And to overcome the natural resistance to changes in appearance which prevails in a country steeped in tradition, the salesmen sought to appeal to the other British characteristic of thrift by promising the theoretical benefits of extra speed and economy, with little or no practical justification. The beetle bodies meant to the owner, not five more miles per gallon as promised, but restricted headroom, especially over the rear seat, poor rearward vision through a sloping back-light and none whatever when it rained, a small and awkwardly shaped locker in which only one or two normal suitcases would fit, and either a large overhang or a very long wheelbase—in either case a long car, heavy and difficult to park and to garage.

There were critics, of course, who pointed out all these practical disadvantages and countless more. The tragedy of such controversy was that it centred on the principle of streamlining and not on the misapplication of aerodynamic theories which, properly applied, could have met most of the claims made by their sponsors. There was too much anxiety on the part of engineers who interested themselves in road vehicle design to revolutionize everything at once, for them to guide the argument along the right lines.

The proper application of data already at our fingertips would bring greater advances in performance, speed, acceleration and economy than the engine and carburettor people have been able to do in the intervening twenty years of intensive development; advances of such magnitude that they dwarf any improvements which could be introduced by any other means whatever for at least another decade. From what other field of research can be promised, with complete confidence, half today's petrol consumption, with performance improvements, more room, better driving vision, greater comfort and safety, less noise and less wear and tear, and with a reduction in first cost at the same time? And if this appears to constitute such an exaggeration as to weaken the argument, just as the statements of the aeronautical engineers were apparently invalidated by practical considerations in the 'thirties, it must be added that such results have been obtained in close collaboration with engine, transmission and body engineers, and at least one enterprising large-production manufacturer has constructed a number of most attractive prototypes which could be put on the market as soon as the tools were made and a production line set up if the old scepticism did not persist. Tooling is so expensive today that large output factories dare not risk putting something unconventional on the market if there is a chance that prejudice will delay sales. It is not possible to try a new model in small numbers until public opinion catches up with its novelty. Such a scheme would need much hand work, for which the skill no longer exists, and labour costs nowadays would result in a quite prohibitive selling price.





Oncoming air does not strike the front of the car directly. Viscosity causes the streamlines to flow upwards and outwards. The contrast pictured above shows how modern streamlining—although eliminating the number of separate bodies which increase drag—still leaves a lot to be desired. The faired head lamps continue to obstruct the "escape routes" between wings and bonnet.

FALLACIES

To keep the first cost down to a competitive level, the whole output of the factory has to be turned over to the new model, and the most modern tools installed. It is thus an enormous financial gamble, and motorists were not the only ones to be bitten by the earlier plague of beetles. More than one manufacturer came near to bankruptcy as his reward for backing the early streamline claims, and the old doubts persist in the minds of sales managers as well as on the road.

The fallacy about the rear end must be dispelled forthwith, and it is both instructive and interesting to see how it arose in the first place. A significant factor was the corresponding aeroplane design of the same period. There has always been a semblance of comparative progress between these two branches of engineering. It is no exaggeration to state that the aircraft of the 'twenties were not very far removed from the experimental stage; it was still more of a novelty than a business to travel by air. Speeds were low by today's standards—in the order of 100 m.p.h.—and drag was relatively unimportant. By far the greater proportion of theoretical and wind-tunnel research was then directed at wing design and the creation of better aerofoil sections to provide the lift required to support the heavy structures in flight, and to carry the heavier engines then being developed to pull them into the air.

Front Nullified Rear

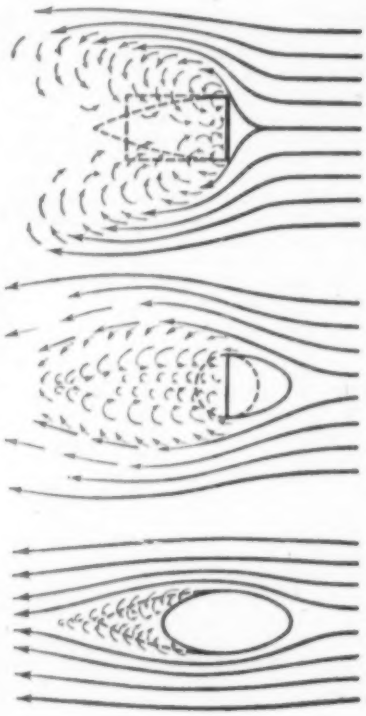
The addition of a tail fairing on ground vehicles was quite inappropriate when situated behind the irregular angular masses which comprised the front end of a normal passenger saloon of the late 'twenties. There was sufficient dissimilarity between the practical case and the text-book solution to invalidate the whole argument. It was perhaps not important that the nose of the car was bluff and sharp cornered. Far more significant was the fact that, from the point of view of the airflow meeting the front of the vehicle, there were several distinct and awkward bodies all rather untidily joined together, so that each interfered with the air trying to escape round the sides of the others. When this occurs, not only is the total drag of the whole assembly much greater than that of all the separate bodies added together, but it becomes virtually impossible to maintain smooth, streamlined airflow over any of them, and the breakaway, when laminar flow stops and turbulence begins, is right at the nose of the car. The turbulent wake thus created envelops the entire body and extends for several hundred yards behind it when travelling at speed. This can be seen quite easily on a dusty road or when light snowflakes are falling in the winter. It would obviously be too much to expect of any reasonable tail that such a violent disturbance could be materially affected, let alone straightened out.

Car-road Sandwich

Let us examine briefly what each separate item does to the oncoming air. The effect of having the ground itself just beneath the car causes *interference* drag, but this particular item will be dealt with subsequently as a vital factor concerning another fallacy—that of the under-shield. It will be fairly obvious, however, that it is easier for the air to go over the top and round the sides than to try to squeeze underneath. Two of the most important obstructions which it meets are therefore the wheels, travelling "down" to meet it at twice the speed of the car itself. And drag increases as the square of the airspeed! Clearly, the wheels needed to be shielded more than they were. A flat number plate served to create only turbulence right from the start, and to deflect the disturbed air upwards, where, offering the biggest possible obstacle, an upright, blunt-edged, uncompromising radiator shell literally towered above. To allow the air to round the sides of it seems the simple solution, but over the wheels are two mudguards, around which air is similarly trying to escape.

In an earlier article, I explained how the air speeds up as it rushes round an obstruction, in order to catch up with the main mass of air which has passed smoothly by at a distance in a straight line—just as it is made to do in the venturi of a carburettor to create a suction over the jets. The air rushes round the wings and the bonnet, therefore, at a speed more than fifty per cent higher than the road speed of the car, and the mixing up process which results starts a turbulent vortex which extends well past the tail of the vehicle. All the other small bodies added to the general confusion—bumpers, badges, spot lamps, aprons, not to mention axles, sumps and exposed chassis frames beneath. But of them all, the most extravagant were two large head lamps, situated just where the airspeed is highest, in the gullies between the bonnet and the wings. The local airspeed increases their drag nearly two and a half times and the horse-power required to propel them through the atmosphere three and a half times. A pair of P.100s in the right place will consume six h.p., and that means increasing fuel consumption by about half a gallon an hour —which means a loss of 2 to 4 m.p.g.

Nor does it help to "streamline" them, because the air is generally travelling upwards in this region, and tail fairings would present it with a bigger obstruction than ever. There is little that can be done at the front by modifying details. Turbulence is created by the existence of so many separate bodies in close proximity, and extends back over the whole body. Until these are "unified" and the gaps filled in, the back end remains quite unimportant. Once the front end is right, a slipstream back can produce perhaps a 15 per cent drag reduction. But the elimination of wing gullies and interference drag on immediately post-last-war models was alone worth a reduction of between 30 to 40 per cent—event without deliberate streamlining. The front end undoubtedly matters most.



Behind a flat nose a streamlined or square tail makes negligible difference to the wake or drag.

The better the nose, the smaller the wake and the lower the drag, even with a square tail. The tubular aircraft strut, which started the ball rolling, was similar in effect though circular.

With a correctly shaped nose, even a short tail leaves a very small turbulent wake behind, and drag is little higher than with the perfect tear drop shape.

Disconnected Jottings

BY THE SCRIBE
Drawings by Barry Appleby

Different.

Changing Face

TWENTY years ago, I thought to myself as we drove down the Bath Road (A4) from London to Reading, things were very different. That was about as trite a reflection as the Bath Road could inspire, but it set me thinking, and taking notice; and what has happened to the Bath Road between London and Reading is typical of what is happening all over the South of England, at any rate. I think I remain grateful that I was born when I was.

Twenty years ago one left Reading, climbed the hill to the east, zig-zagged left and right over the old Great Western Railway, and that was that; you were across the Loddon and into Twyford before you saw anything but green fields. I don't think there was a Twyford by-pass, and I am sure there were only the few inns and their scattering of cottages—the Horse and Groom at Hare Hatch and the Seven Stars at Knowl Hill—between Twyford and Maidenhead. Maidenhead began at Castle Hill, and traffic congestion was negligible in the High Street. Compared with today, they were spacious days on the road. I used to drive an ancient French Salmson, and once it was over Maidenhead Bridge the head lamps went on for the unlit and lonely stretch to Slough, which was a very fast one. The old four-cylinder engine, which turned over quite slowly, none the less produced a speed of 60 m.p.h. on that stretch of road.

✦ ✦ ✦

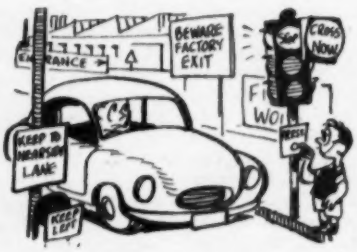
Urbanism

THE difference in A4 between those two towns is very marked. That nasty agglomeration of cinema, shops and speed limit that today lies between the two is called Cippenham, I believe; in those days Cippenham was a little hamlet away from the road. The Trading Estate was certainly there, but Peerless (Lorries and Trading) were the only factories on the Bath Road itself. Now there are several, with service roads, and all the attendant paraphernalia of an industrial country. Just where they end and Slough begins hardly matters; you are too busy keeping station in the traffic to notice. Slough's High Street, which used to be a simple affair, is now an extremely complicated passage, especially as you are likely to find some new Road Research Laboratory idea being tried out and calling for your co-operation; against that I have no complaint, but how different from those far-off days when your foot could go down as soon as you were past the A512 turn to Uxbridge, and stay down until Colnbrook village called for an easement!

And after Colnbrook there was still a lot of country—the real thing—before one came to Cranford, a small and separate interruption to fast progress; there was no London Airport. Ultimately one traversed the Great West Road, upon which the Firestone and Pyrene factories were structures to gape at under the floodlighting, and alongside which building had hardly reached the "ribbon" stage.

We would do that journey, Mrs. Scribe and I, in a notable time and with little hold-up; nowadays we avoid the Bath Road unless forced on to it, preferring instead a route well to the south. But even on our substitute route the same story is being told in terms of bricks and mortar. London reaches out along the roads; the local towns expand in all directions, also along the roads; little communities begin with a few houses "in rural surroundings" and end by forming a link in the chain, and for thirty or forty miles from the Metropolis the rural has become the urban.

✦ ✦ ✦



Paraphernalia.

Relegation

THE result is that one has been forced to change one's rating of counties. I think it can be accepted that few people wish to drive for pleasure in comparatively urban surroundings; they seek, instead, the truly rural of the children's tongue-twister. Twenty years ago, for instance, Surrey ranked high in my affections; today you may have it, or, like me, leave it to the commuters and the day trippers from London. Most of it is so "natty" that you feel sure that it was in surroundings such as these that the new town planners and the garden city experts were nurtured to their deplorable opinions. These "architect-designed" skeins of houses, grafted on to the agricultural counties of Britain, must always jar because they are not the product of local requirements; they are not the natural fulfilment of local needs, but an alien culture (much of it foreign-inspired) that makes only a blundering attempt to harmonize with the environment, whereas the traditional English of a thousand years is part and product of that environment. The sensitive motorist flees from Surrey to Essex, Wiltshire or the Cotswolds. Twenty years ago he would not have needed to flee poor, ravished Surrey.

✦ ✦ ✦

Rot

BUT the aliens are busy elsewhere, and many parts of otherwise delectable counties are being changed into the glossy magazine urbanism of the town planners, the junior architects. In spite of the glowing columns in the newspapers, I find the new towns themselves hideous, and four well-loved counties near London are having new towns inflicted upon them: Berkshire, Sussex, Essex and Hertfordshire. Places to avoid, one notes. Then there are the Armed Services, with their insatiable appetite for land and their brazen display of red flags of danger: in Hampshire, Wiltshire, Dorset. Places to avoid, one notes. And the atomic project plants: places to avoid. Twenty years ago one did not think of motoring in the South in terms of avoidance, but of seeking out. I am glad that I was born when I was.

Why, with all the benefits of modern transport, is it impossible to spread out and populate our tiny islands with some consistency? Why is Scotland, only five hundred miles from London, an almost deserted country in the north and west? New towns and factories, we are told, must not be far from their sources of food. Far? A few hundred miles? I would like to hear an American who commutes by aircraft from Chicago to New York every day, expand on the British idea of internal "long" distance. We have become timid and introspective, afraid of the remoter shores of our own tiny island. We are disgraced by the Americans in their own country, in Alaska, Labrador and Greenland. For the sake of transport "convenience" we huddle round London, boasting that, 35 miles out, our goods can be at the docks in two hours. If we planned properly, utilizing the full potentialities of modern transport, the same firm could be 120 miles from London and still only two hours from the London docks. And then the claustrophobia that grows on the motorist might be dispelled and we would cease to long for the spacious days of twenty years ago.

K·L·G

THE FASTEST PLUG ON EARTH

TOURIST TROPHY RACE

DUNDROD

1st	Peter Collins, P. Griffith	ASTON MARTIN
2nd	Reg Parnell, E. Thompson	ASTON MARTIN
3rd	Ken Wharton, C. E. Robb	FRAZER-NASH

2001-3000 cc. CLASS

1st	Peter Collins, P. Griffith	ASTON MARTIN
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1501-2000 cc. CLASS

1st	Ken Wharton, C. E. Robb	FRAZER-NASH
2nd	F. R. Gerard, D. Clarke	FRAZER-NASH

(Subject to official confirmation)

STOP PRESS:

Neville Duke's Hawker Hunter—fastest in the sky—also used K·L·G ignition equipment.

one of SMITHS *accessories for better motoring*

THIS TIME

1st *Peter Collins and P. Griffith*
Aston Martin D.B.3.S. approximate speed 81.71 m.p.h.

2nd *Reg Parnell and E. Thompson*
Aston Martin D.B.3.S. approximate speed 81.24 m.p.h.

3rd *Ken Wharton and C. E. Robb*
Frazer Nash approximate speed 77.21 m.p.h.

4th *Stirling Moss and P. D. C. Walker*
Jaguar X.K. 120 C. approximate speed 79.34 m.p.h.

5th *A. G. Whitehead and F. A. O. Gaze*
Aston Martin D.B.3. approximate speed 78.53 m.p.h.

6th *R. Dixon and J. D. Titterington*
Aston Martin D.B.3. approximate speed 77.84 m.p.h.

7th *F. R. Jerrard and D. A. Clarke*
Frazer Nash approximate speed 72.57 m.p.h.

and

8th *J. Kelly and J. K. Fairman*
Jaguar X.K 120 C. approximate speed 75.27 m.p.h.

(Subject to official confirmation)

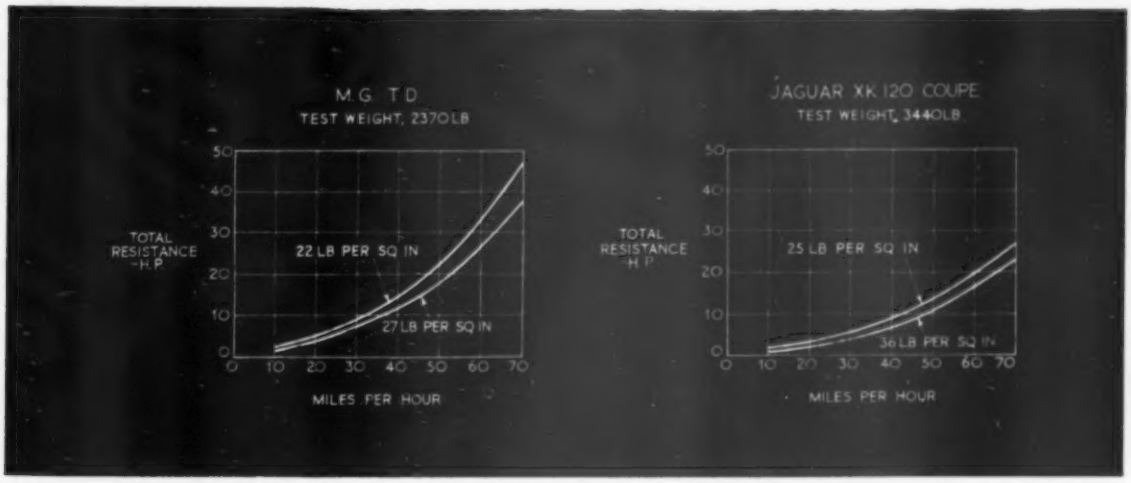
WERE ALL FITTED WITH MINTEX

Cars fitted with **MINTEX** Brake Liners made a clean sweep of the T.T. at Dundrod filling the first eight places.

When high performance counts you can rely on

MINTEX

MINTEX BRAKE AND CLUTCH LINERS ARE MANUFACTURED BY BRITISH BELTING AND ASBESTOS LTD., CLECKHEATON, YORKSHIRE. ALL MINTEX PRODUCTS ARE OBTAINABLE FROM MINTEX SERVICE DEPOTS AND STOCKISTS THROUGHOUT GREAT BRITAIN AND THE WORLD. B.B.A. ARE ALSO THE MANUFACTURERS OF 'SCANDURA' THE ORIGINAL P.V.C. FIREPROOF CONVEYOR BELTING.



INFLATION

ROLLING RESISTANCE IN RELATION TO TYRE PRESSURES

MOST discussions on how to obtain improved petrol economy stress the necessity of correct tyre inflation. It is generally supposed that increasing the tyre pressure not only increases petrol mileage but also improves acceleration because tyre drag is decreased.

Stock M.G. TDs have obtained as high as 45 miles per imperial gallon during economy contests under normal traffic conditions in America. A portion of the credit for such performance can go to 35lb per sq in tyre pressures.

While measuring the tractive resistance of my M.G. TD during a road test (in the U.S.A.), tyre pressures were varied in order to find out how much effect these variations actually had on the drag characteristics. The results were sufficiently startling to warrant further investigation. Since the M.G. was no longer available, the tests were duplicated with a Jaguar XK120 coupé.

Mechanical and aerodynamic drag remained constant at any given speed during these tests, so that any change in the total drag measured could be attributed entirely to changes in tyre rolling resistance.

Harder and Faster

Increasing the M.G.'s tyre pressure from 22 to 27lb per sq in on a smooth macadam road decreased the total drag from 32.5 to 27 horse power at 60 m.p.h. This decrease of 5.5 horse power in rolling resistance represents a 17 per cent saving in power required to maintain a steady speed of 60 m.p.h. on the level. At 30 m.p.h., the power requirements to maintain a constant speed were reduced by 19 per cent.

It was unfortunate that tests at over 30lb per sq in could not be continued; however, a road test by the American *Road and Track* magazine showed power requirements to be about 5 h.p. less than the author's at 27lb per sq in for 60 m.p.h. Since this magazine customarily uses pressures approaching 35lb per sq in during its tests of sports cars, it can be assumed that tyre pressures over 30lb per sq in will bring about a further marked reduction in rolling resistance.

The Jaguar tests were run over the same course and under the same conditions. Tests were made at 25 and 36lb per sq in, 25 and 35 being the two extremes of the factory-recommended tyre pressure. A test at 30lb per sq in did not show any significant difference from 36lb per sq in; consequently, tests at this pressure were not continued. Raising the tyre pressure from 25 to 36lb per sq in decreased the steady power requirements by 15 per cent at 60 m.p.h. which is of the same order as that obtained with the M.G.

The two graphs show the results obtained with these cars over the speed range tested.

A word of warning for those who may rush out and pump up their tyres rock-hard: Excessive tyre pressures will lead to uneven tread wear, with the centre tread wearing faster than the outside, and will reduce tyre mileage instead of giving the life associated with moderate pressures.

In the interests of the smoothest ride some manufacturers recommend pressures that are too low for economical tyre and fuel mileage. With the modern extra low pressure or super cushion tyres, pressures of 28 to 30lb per sq in can be safely used.

W. W. CRAIG, Jr., B.Sc.A.E.

METHOD OF DETERMINING TOTAL DRAG

Tapley performance meter readings taken while coasting. Speedometer previously calibrated.

$$F = M_t a$$

$$HP = \frac{Fv}{550} \text{ and } v = \frac{V88}{60} = 1.47V$$

$$= \frac{M_t aV}{375} \text{ and } a = \frac{Q}{62.5}$$

$$ER \text{ (in h.p.)} = \frac{M_t QV}{V3400}$$

where:
- a = acceleration ft per sec²
- M_t = total mass
- ER = Total resistance
- Q = meter readings in lb per ton (U.S. calibration)
- v = velocity in ft per sec
- V = Speed in m.p.h.
- $M_t = \frac{\text{Gross Weight} + K_t}{32.17}$
- K_t = 120 lb for M.G.
  = 160 lb for XK120
  (Equivalent inertia of rotating parts expressed in lb)

M.G. tyres—3,000 miles wear. Type: Dunlop Gold Seal.

XK120 tyres—approximately 50 per cent tread wear. Type: Dunlop Road Speed.

DESPITE GEAR BOX TROUBLE JAGUAR TAKE LEAD IN WORLD SPORTS CAR CHAMPIONSHIP

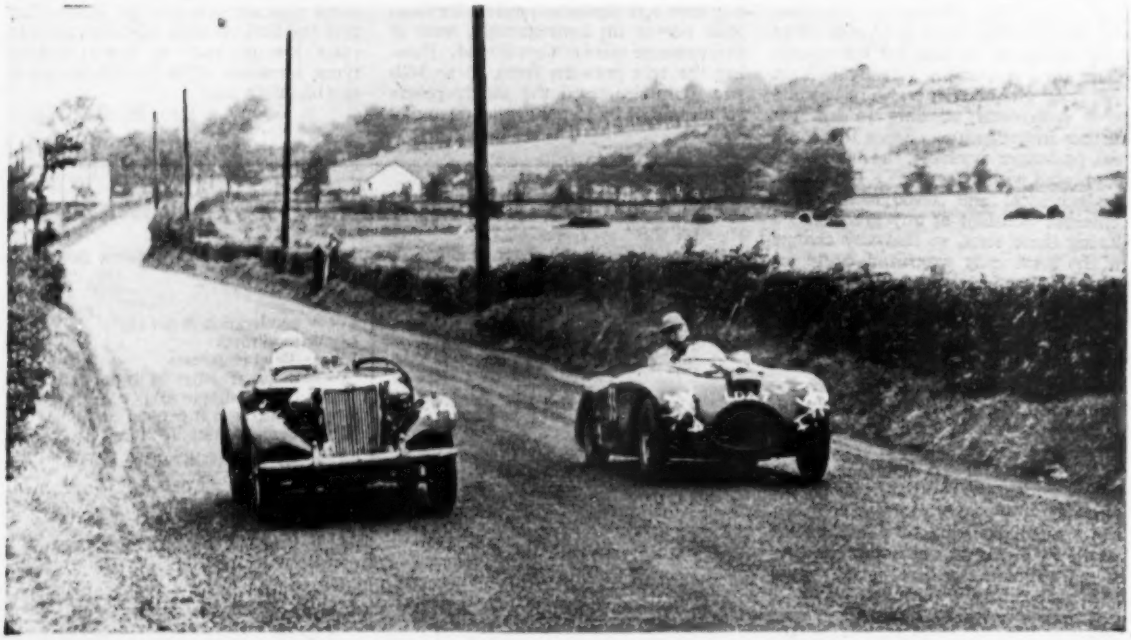
Further pictures of this event appear on pages 334-335

Pat Griffith brings in the Aston Martin for one of its stops for water (above) but, although water leaked from this car throughout the race, it went on to win. Left : Peter Collins, on the right, and Griffith after the race. Between them is Mr. J. W. Haughton, president of the Ulster A.C.

ASTON MARTINS, driven respectively by P. Collins and P. Griffith, and R. Parnell and E. Thompson, took first and second places in the R.A.C. International Tourist Trophy race organized by the Ulster Automobile Club and run on the Dundrod circuit, near Belfast, last Saturday. In many ways it was an extraordinary event. During practice it was found that the new road surface was so abrasive to the tyres of most of the fastest cars that it caused a crisis which nearly led to the withdrawal of some of the cars. It was clear that tyre wear would be of critical importance, and special arrangements were made to fly extra supplies over from England.

The decision by Italian manufacturers not to compete, and the non-appearance of the Gordinis, the *Ecurie Ecosse* Jaguars, and others, reduced the

ASTON MARTIN WINS



Approaching Jordan's Cross, in scenery typical of much of Ireland, C. P. Hazelhurst (Kieft) passes the M.G. which was driven by R. Flower and G. Phillips.

number of starters to less than thirty, so it was possible that after nine hours of racing on one of the world's most gruelling circuits there might be but a handful of cars still running at the finish. And to add still further to the unexpected difficulties which beset the organizing club, race day dawned with a thick mist on the circuit, which caused a delay of an hour and a half in the starting time.

In spite of these difficulties the race turned out to be exciting, the excitement culminating two laps from the end with the failure of the gear box of the lone remaining works-entered Jaguar, that of S. Moss, who coaxed the car over the line after the winner received the chequered flag, achieving fourth place. This gave Jaguar a one-point lead over Ferrari in the world's championship of sports cars.

WORLD'S SPORTS CAR CHAMPIONSHIP

POSITIONS BEFORE THE T.T.	Sebring	Mille Miglia	Le Mans	Belgian 24-hour	German 1,000 km.	TOTAL
Ferrari		8	2	8	8	26
Jaguar	4		8	6	6	24
Cunningham ...	8		4			12
Aston Martin ...	6	2				8
Alfa Romeo ...		6				6
Lancia		4				4
D.B.				3		3
Maserati ...		1				1
Gordini			1			1
Panhard				1		1
Frazer-Nash ...						

POSITIONS AFTER THE T.T.	Sebring	Mille Miglia	Le Mans	Belgian 24-hour	German 1,000 km.	T.T.	TOTAL
Jaguar	4		8	6	6	3	27
Ferrari... ...		8	2	8	8		26
Aston Martin ...	6	2				8	16
Cunningham ...	8		4				12
Alfa Romeo ...		6					6
Lancia		4					4
Frazer-Nash ..						4	4
D.B.				3			3
Maserati ...		1					1
Gordini ...			1				1
Panhard ...				1			1

ONCE in a while something totally unexpected happens in car racing which marks the event concerned as one to be specially remembered. To some extent it is true that the unexpected is always happening; the failure of a car that seems a sure winner, or the last-minute error of judgment which robs a driver of what seemed, a moment before, to be a certain victory. The French Grand Prix this year was such an occasion, with its unforgettable duel between Fangio and Hawthorn, and in a different way the Tourist Trophy race, held in Ulster last Saturday, became one of those races which will be frequently mentioned whenever racing history is discussed. And it enters this special category simply because the organizers, in their enthusiasm

ULSTER T.T.

to have everything just so for the event, had had the whole circuit resurfaced—with the rather large stone chips and tar so often used on country roads.

Practice began on the Thursday before the race, the roads which make up the circuit being closed to ordinary traffic for the purpose. Before the first practice a brains trust was held, part of which was broadcast to tell a wide public just what the race was all about, and it is interesting to note what was said. Someone asked how many tyre changes would have to be made by the fastest cars during the nine hours, and S. Moss and others on the "trust" thought that a couple of changes or so might be enough. How wrong that Thursday practice proved them to be! The stone chips tore the tyres to shreds, and the Jaguars on some occasions got down to as little as eight laps per pair of rear tyres—an "m.p.t." of about 60 miles.

At this stage tyre company racing service staffs were thinking hard. It was conceivable that an astronomical number of wheel changes would have to be made. Urgent telephoning resulted in chartered aircraft bringing further supplies, and Belfast was searched for any suitable stocks in dealers' hands which could supplement the reserve. Meanwhile team managers were also making frantic calculations. The T.T. was on a handicap basis, the winner being the man who first completed 111 laps, including his number of credit laps, and the competitors had to know how many times during approximately nine hours they would have to call at the pits for wheel changes; changes complicated still more because the spare carried on the car had always to be the first put into service at any stop, and only the tools carried on the car could be used. Even outside assistance to the driver was limited to two mechanics. This meant that for an all-wheel pit stop the car's jack had to be used first at the back, then at the front; the spare had to be taken out of its locker and a fresh spare put in its place. If tyres were going to last only ten laps, this kind of thing would happen as often as ten times—at least for the rear wheels—and what possible chance would there be then of beating smaller cars on a handicap basis?

So serious was this new aspect that it was thought at one time that the cars most affected would withdraw rather than enter a race with the conviction that there was no chance at all of victory. But this would have ruined the race and, sportingly, no cars were scratched for this reason.

The decision was warmly welcomed, because by the time of the first practice period the entry list began to get much smaller than was originally intended. The *Ecurie Ecosse* Jaguars, one of which had taken second place in the German 1,000-kilometre race at the Nurburgring the previous weekend, had suffered too much at the German track to be ready in time for this specially gruelling T.T. Two other privately entered Jaguars had also been scratched, and the H.W.M. which was to have been driven by G. Abecassis and L. Macklin later dropped out of the list because it broke a half-shaft during the Friday practice, and it just could not be repaired in time. The works Gordinis were out, and another non-starter

Ken Wharton, seen here at Wheeler's Corner, won the 2-litre class in this Frazer-Nash. Shortly after this picture was taken he stopped to mend the bonnet fastening which can be seen here to have come undone.

ASTON MARTIN WINS ULSTER T.T. . . . .

continued

A marshal shows the blue flag to the D.B.-Panhard of G. Trouis and A. P. Hitchings as the Lester-M.G. comes up through the mist and tries to overtake.

was the 2-litre Maserati which was to have been driven by J. C. C. Mayers and M. J. C. Keen.

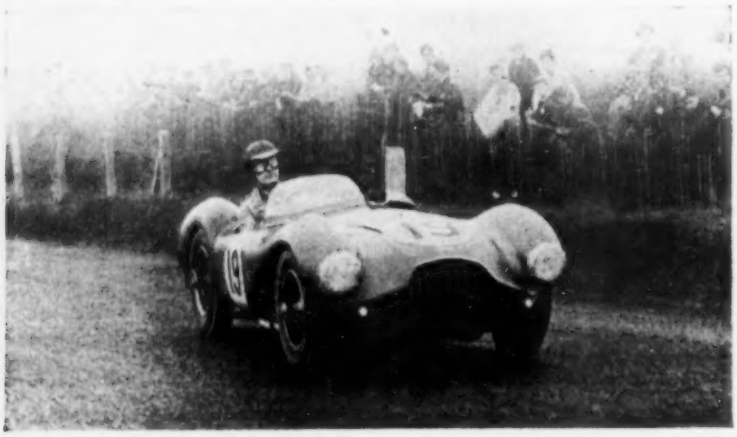
Porsches had also been taking part in the event at the Nurburgring, and the three works cars were scratched from the T.T. At the very last minute Stanguellini announced that they could not get their cars working properly in time, and R. Said, the American driver, withdrew his Osca entry. Even this did not complete the list of non-starters. The little D.B.-Panhards of the *Ecurie Jeudy-Bonnet* had to be rebuilt in Belfast and although two of them were ready the third was scratched. Finally, the little Renault which was to have been driven by Madame Bizeray and M. Bizeray completed the cancellations.

This left a field of 27 cars; not a very formidable total for such a long race. But if the entry was small there was plenty of quality in it. Works Jaguars accounted for three cars, works Aston Martins for the same number, and two cars of each of these *marques* were privately entered. Frazer-Nash had three works cars running and there were two more entered respectively by R. F. Peacock and H. A. Mitchell. Kieft had entered three cars, all with Bristol engines and, of course, there were the two remaining D.B.-Panhards. The rest of the starters were made up of private entries, and they included a Singer, a 1½-litre Gordini, a Cooper-M.G., a Lester-M.G., a Jowett Jupiter and two M.G.s.

Practice times took on a new significance because of the tyre trouble. It was not enough now to go out for a few laps, put up some reasonably high speeds, and keep the rest in reserve. It was essential that pit crews knew the minimum tyre life to which the cars might sink in the worst conditions, and dry roads during the practice periods helped the drivers to find out. Once practice times were known it should have been possible to calculate, taking into account tyre stops, what chance the various cars had—but in such a long race so many competitors have that extra pit stop or two for the unexpected fault that there was no real indication of who the winners might be.

Both the Jaguars and the Aston Martins proved to be very fast, for the new circuit, abrasive though it was, was certainly non-skid. Cornering speeds rose as a result. On the Thursday both Moss (Jaguar) and Collins (Aston Martin) got round the 7 miles 732 yards in 5m 5s, and it must be remembered that Collins was in the class for cars of up to 3-litre engine capacity. In the 2-litre class F. R. Gerard (Frazer-Nash) got round in 5m 34s, tying for the honour of fastest lap with K. Wharton, also in a Frazer-Nash. In the class for 1½-litre cars R. Gallagher took the Gordini round in 6m 14s.

On Friday afternoon the weather was good again, and many drivers improved on their earlier times. Moss was the outstanding example, recording 5m 2s, the fastest practice time of all. A. P. R. Rolt (Jaguar) was also going fast, and he equalled Moss' Thursday time of 5m 5s. The Gordini took 14s off its time to lap in 6m exactly. So when practising finished it was known that the circuit could be lapped at 88.40 m.p.h., and if Moss or any other driver could do it at that speed in the race the sports car lap record would go up appreciably.



Spectators, shrouded in mist, watch Dennis Poore's Aston Martin at Wheeler's Corner.

Waiting for the Weather

Dundrod is famous for bad weather, and when Saturday morning brought the usual low-lying clouds and rain hearts sank, for Thursday and Friday had been so promising. On the way up to the circuit for the 9 a.m. start it was found that the clouds were so low that they were resting on the road itself, and at once the organizers postponed the start for half an hour. Twice more it was postponed, while competitors and spectators waited for the tide to turn on the Antrim coast and the clouds to lift. While they were waiting the atmosphere at the circuit was full of conjecture. Perhaps the rain would make a big difference to tyre life, or perhaps the road surface was so sharp that adhesion and tyre life would not be very much affected. In any case, if adhesion and tyres were affected the advantage on a wet road would still remain with the smaller cars.

The world's championship of sports cars was also a subject for speculation. After the T.T. only the Mexico race to

be run in November counts towards this special award to the most successful sports car, and at the commencement of the T.T. the position was interesting. Ferraris were two points ahead of Jaguar (26 and 24 points respectively), and there were no Ferraris in the race. If Jaguar could score a win they would be six points ahead, for the scoring system is that a win scores eight points, second gets six, third gets four, fourth three, fifth two and sixth one. And only one car of any one make can count for a place (Jaguars at Le Mans, for example, got eight points for their win, but nothing for any of their other places).

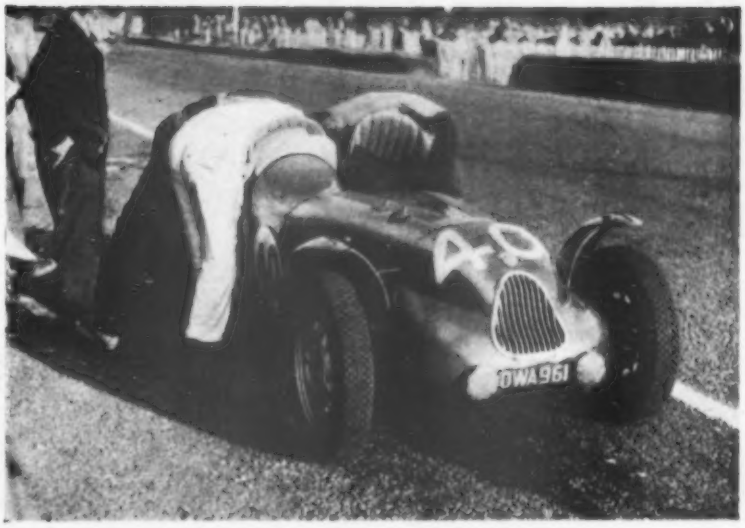
At 10.30 a.m. the clouds had lifted sufficiently for the race to begin, and when the flag fell for the Le Mans type start, in which the drivers stand across the road from the cars until they get the starting signal, Stirling Moss again made one of his brilliant getaways. He was into the car, engine started, and on the move before the sound of any other engine could be heard. Tony Rolt, who was the first in the line (numerical order of the cars being used for the line-up) was away on his tail, and then came the pack with Peter Collins' Aston Martin already well up. Worst starter was the D.B.-Panhard of J. Sparrowe. But in addition to getting away to a bad start the car was clearly not going well, and was, in fact, destined to go very much more slowly than its team-mate right through the race.

With a lap distance of more than seven miles the crowds in the pit area could sit back once the cars and their noise had gone, and listen to reports filtering through from different parts of the circuit. At Ireland's Corner Moss' Jaguar was still in the lead, with Rolt's behind him, then Collins in the Aston Martin, the other works Jaguar of Peter Whitehead and I. M. M. Stewart, the Aston Martin of Parnell, and the privately entered Type C Jaguar of the *Ecurie Kenya*, driven by C. J. Manussis.

The First Hours

The circuit winds and twists, goes up and down hill and round a succession of left- and right-hand corners, so that on every lap the cars take a great deal of rough treatment, and the drivers have to be alert at every moment. Even on this first lap Gerard's Frazer-Nash and the Kieft of I. S. Burgess and A. J. Nurse clipped the bank at the hairpin, by which time the leaders were flashing round the right-hand curve into the straight which passes the pits, and the order was the same. Moss' Jaguar, much more noisy than a private entry, came past at a great pace, a hundred yards or so in front of Rolt, and with the Aston no farther behind the second Jaguar. Presently the bulk of the pack was storming past, and as it did the first pit stop was made. R. C. Green's Kieft came in, but was away again in a moment.

The race was full of incident, fortunately none of it causing any serious damage, even if there were a number of very lucky escapes. By the second lap Manussis had his Jaguar across the road at Tornagrough, and Green, in the Kieft, had changed a wheel. But it was after five laps, when Moss was already lapping a number of cars, that the first unexpected blow fell. Rolt, who had been second, came into the pit, the Jaguar's bonnet was opened and as the crowd watched intently the feverishness of the mechanics gradually slowed down to a resigned pottering. The gear box had been refilled with oil, but it had all run through on to the ground. The first works Jaguar was out.



Three men only may work on the car during a pit stop. Mechanics and a driver set about the leaking fuel tank of the Lester-M.G. of Jackson and Lane.

This put Collins' Aston Martin into second place. Collins was driving on the very top of his form and certainly deserved his position both as second on distance and first in the 3-litre class. The Lester-M.G. of P. Jackson spun round at the hairpin, and Green's Kieft went off the road at Leathemstown; Moss was steadily lapping the slower cars despite the wet road. After half an hour of running time the D.B.-Panhard of G. Trouis was leading on distance including handicap laps, and the class leaders were Moss, Collins, Ken Wharton (Frazer-Nash), Gallagher's Gordini, and, of course, Trouis.

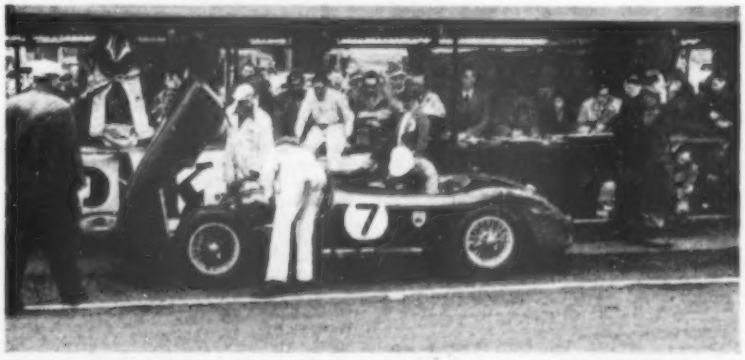
Trouble began to spread. The Jowett Jupiter of Ted Lund lost all use of the front spring dampers with results which must have been distressing for the driver so early in the race. H. A. Mitchell's Frazer-Nash was dangling something underneath, the Cooper-M.G. of Gould broke an already welded steering arm and had to retire, and a little later Green's Kieft again came to grief at Leathemstown, to resume the race only after a long delay.

The Jaguar was establishing a really useful lead and as the number of completed laps grew it was realized that the earlier rain was saving the tyres considerably. After 11 laps Collins' Aston Martin came into the pit to take on more water—a bad sign so early in the race—and let Whitehead's Jaguar through into second place, and after 15 laps Moss was in for tyres and fuel. He was away in 1m 36s, just in front of Whitehead, and still holding the lead on actual distance covered. Behind the two Jaguars the three Aston Martins (Collins, Salvadori and Parnell) were going well as an undivided team. Whitehead managed 18 laps before coming in for tyres and fuel, and to hand over to Stewart, his stop letting the three Astons go by and giving fourth place to Graham Whitehead's privately entered similar car. Then, in order, came the Jaguar of Moss again, having lapped the remainder of the field. Ken Wharton continued to go very well, holding a good class lead for the F.-N.

Leaders on Handicap at 12.30 p.m.

1. Aston Martin (P. Collins and P. Griffith); 2. Jaguar (S. Moss and P. D. C. Walker); 3. Aston Martin (R. Salvadori and R. D. Poore); 4. Jaguar (P. N. Whitehead and I. Stewart); 5. Aston Martin (R. Parnell and E. Thompson); 6. Kieft (I. S. Burgess and A. J. Nurse).

Towards the end of the second hour visibility began to fail again, and at the hairpin it was down to only 50 yards. But it made little difference to lap times.



Duncan Hamilton, Peter Walker and Tony Rolt look on while Moss' car comes in for tyres and oil. A mechanic is approaching on the left with the oil gun.

ASTON MARTIN WINS ULSTER T.T. . . . . continued

After a rear tyre had burst on the Jaguar, Ian Stewart stops to change the wheel near Quarry Corner.

After 21 laps Dennis Poore took over Salvadori's Aston Martin, and on the next lap Collins was in for a changeover and refuel, a good deal of the petrol spilling from the churn on to the head of the mechanic trying to operate the jack at the rear! Pit stop followed pit stop now. J. D. Titterington, the Belfast driver, brought in his privately entered Aston Martin, I. S. Burgess had a long stop with the Kieft, and the Frazer-Nashes were wanting more fuel. Changes of drivers were frequent, for team managers had to make sure that neither driver was at the wheel for less than one third of the race.

Three Up?

Still Moss led on distance, and although the race was far from over, the crowd had in mind that as he won in 1950 and 1951 it was very possible that he might pull off the hat-trick. The M.G. of Brian McCaldin and W. T. Todd, an Irish entry, hit the bank and came into its pit, but the other M.G., of Raymond Flower and George Phillips, was running consistently, although well behind the flying Gordini. Jaguars were covering about 15 laps without tyre changes, Aston Martins about 22. After 29 laps the leading Jaguar, now driven by Peter Walker, came in with its bonnet loose, and this seemed to be the time when Jaguar fortunes really began to change. A few laps later and the Whitehead Jaguar threw a tread at Jordan's Cross and had to crawl in. Astons, too, were unlucky. Dennis Poore came to grief with a crash at Tornagrough. Poore was thrown clear, and although one cut needed 16 stitches he was soon taking up the role of interested spectator. He said that one of his rear wheels had overtaken him before the crash.

Trouble was widespread. Wharton hit the bank at Ireland's Corner, the Frazer-Nash of John Fitch and Peter Wilson came in for tyres and the car fell off the jack, and the F.-N. of Gerard threw a tyre tread, damaging the rear left wing. A long delay occurred at the pit while mechanics tried to get the ordinary jack under the car, the quick lift jack, also carried on the car, failing to work. Then, to liven things up, Walker in the Jaguar put in a record lap, when the road got dry, of 5m 1s. A little later he was in for another tyre change, when it was noticed that the rear left wing had been damaged from hitting the bank at Cochranstown. As the road got dry tyre changes were more frequent. The first Jaguar wheel change had been after 15 laps, the next after 12, and now the car was in only ten laps later.

Forty laps completed out of the 111 and the Moss and Walker Jaguar was still leading on distance covered, but the leaders on handicap were really having to fight for that honour. Parnell (A.M.) was behind the Jaguar, with Collins not far behind him. Trouis was still going well, but it was now clear that the little D.B.-Panhard car had not a sufficiently favourable handicap to win the Trophy.

The weather started to clear in earnest, a fine afternoon and a beautiful evening being some reward for the murky part of the early morning. The fastest cars were doing over 130 m.p.h. over the timed kilometre, and even the tiny 745 c.c. D.B.-Panhard of Trouis was managing the remarkable speed of over 80 m.p.h. The Gordini was doing over 100 m.p.h., quite an achievement for a 1½-litre car.

Leaders on Handicap at 2.35 p.m.

1. Jaguar (S. Moss and P. D. C. Walker); 2. Aston Martin (R. Parnell and E. Thompson); 3. Aston Martin (P. Collins and P. Griffith); 4. Frazer-Nash (K. Wharton and C. E. Robb); 5. Aston Martin (A. G. Whitehead and A. Gaze); 6. Frazer-Nash (H. A. Mitchell and F. Scott-Russell).

Leaders on Handicap at 4 p.m.

1. Jaguar (S. Moss and P. D. C. Walker); 2. Aston Martin (R. Parnell and E. Thompson); 3. Frazer-Nash (K. Wharton and C. E. Robb); 4. Aston Martin (P. Collins and P. Griffith); 5. Aston Martin (A. G. Whitehead and A. Gaze); 6. Aston Martin (R. Dickson and J. D. Titterington).

H. A. Mitchell's Frazer-Nash overturned when being driven by Scott-Russell, the driver fortunately being thrown clear. Later Wilson lost a wheel at Tornagrough and the Frazer-Nash was pushed off the road. Then Trouis burst a tyre and the D.B. had to crawl round to the pits, and the same thing happened to C. P. Hazelhurst's Kieft. On the 56th lap the second body-blow fell on the Jaguar stable. The gear box in the Whitehead and Stewart car failed and the car retired out on the circuit. For this race the works Jaguars had been fitted with more powerful, multi-plate clutches; the gears seem to have been over-hardened and under the extra wear and tear they had cracked up. Jaguar, of course, take the bold view that if a modification is worth making it is worth making on all the cars, and the crowds now focused extra attention on the remaining car of Moss. If this car failed it would not be the first time that the team had been forced out as a result of a modification not first tried out on one car in racing conditions. But the Moss car still seemed to be going well. Aston Martins were in a very powerful position, however, with four cars in the first six.

Gerard was having plenty of bad luck, for while Wharton and his co-driver C. E. Robb forged ahead for Frazer-Nash in the class, Gerard had to call at the pit repeatedly. Now it was a broken oil pipe. By 5 p.m. Collins and Griffith had the lead with the Aston Martin, with the Jaguar second. Next came Wharton (F.-N.), then Parnell (A.M.). The

Leaders on Handicap at 5.30 p.m.

1. Aston Martin (P. Collins and P. Griffith); 2. Jaguar (S. Moss and P. D. C. Walker); 3. Frazer-Nash (K. Wharton and C. E. Robb); 4. Aston Martin (R. Parnell and E. Thompson); 5. Aston Martin (A. G. Whitehead and A. Gaze); 6. Aston Martin (R. Dickson and J. D. Titterington).

Astons were sweeping the board in their class. Frazer-Nash were also doing very well, but the Kiefts were having a bad day. In the early evening Hazelhurst hit the bank just above Quarry so hard that a wheel was torn off, but he escaped personal injury.

Leaders on Handicap at 7.15 p.m.

1. Aston Martin (P. Collins and P. Griffith); 2. Aston Martin (R. Parnell and E. Thompson); 3. Jaguar (S. Moss and P. D. C. Walker); 4. Frazer-Nash (K. Wharton and C. E. Robb); 5. Aston Martin (A. G. Whitehead and A. Gaze); 6. Aston Martin (R. Dickson and J. D. Titterington).

With 90 of the laps completed it seemed that Aston Martin were going to win the day, but Walker was still going well in the remaining works Jaguar and the result was far from certain. At the end of the 97th lap he brought the car in for more tyres, and with 14 laps to go Moss took over. Now it was specially interesting, because if Moss went as fast as he possibly could it was almost a certainty that the tyres would have to be changed yet again, and the race would certainly be lost. If he drove at a more moderate pace the tyres would last; but only an Aston Martin failure could give Jaguars the race. It was a bleak outlook, and soon it was clear that Moss was not attempting to improve his position on handicap to any real extent.

And two laps before the end the last blow fell on the Jaguar camp. Moss coasted down towards the pits, stopping about a foot from the finishing line. The third gear box had failed. It was hard, but the experienced Moss made the best of it. Had he crossed the line the car would not have been a finisher unless it completed another lap and finished after the winner. Moss sat disconsolately as Collins went by to win the race, but he waved his congratulations and coaxed the car over the line. Thus the Jaguar took fourth place and put the *marque* in the lead for the world championship.

Reg Parnell and Eric Thompson took second place for Aston Martin and Ken Wharton and C. E. Robb (Frazer-Nash) were third, a specially fine effort for a 2-litre car. The laurels were certainly with Astons, however, for they had no fewer than four cars in the first six places.

PROVISIONAL RESULTS

General Classification

1. Aston Martin 2.922 (P. Collins and P. Griffith), 9h 37m 12s, 81.71 m.p.h.
2. Aston Martin 2.922 (R. Parnell and E. Thompson), 9h 40m 35s, 81.24 m.p.h.
3. Frazer-Nash 1.971 (K. Wharton and C. E. Robb), 9h 42m 5s, 77.21 m.p.h.
4. Jaguar 3.442 (S. Moss and P. D. C. Walker), 9h 37m 39s, 79.34 m.p.h.
5. Aston Martin 2.922 (A. G. Whitehead and A. Gaze), 9h 37m 55s, 78.53 m.p.h.
6. Aston Martin 2.922 (R. Dickson and J. D. Titterington), 9h 37m 21s, 77.84 m.p.h.

7. Frazer-Nash 1.971 (F. R. Gerard and D. A. Clarke); 8. Jaguar 3.442 (J. Kelly and J. E. G. Fairman); 9. D.B.-Panhard 745 (G. Trouis and A. P. Hitchings); 10. Gordini 1.488 (R. Gallacher and M. P. Cahill); 11. Lester-M.G. 1.467 (P. Jackson and F. Lane); 12. M.G. 1.250 (R. Flower and G. Phillips); 13. Singer 1.497 (P. B. Reece and G. Tyrer); 14. Frazer-Nash 1.971 (R. F. Peacock and G. A. Ruddock).

CLASS RESULTS

Class C (3.001-5.000 c.c.): 1. Jaguar 3.442 (S. Moss and P. D. C. Walker); 2. Jaguar 3.442 (J. Kelly and J. E. G. Fairman).

Class D (2.001-3.000 c.c.): 1. Aston Martin 2.922 (P. Collins and P. Griffith); 2. Aston Martin 2.922 (R. Parnell and E. Thompson); 3. Aston Martin 2.922 (A. G. Whitehead and A. Gaze).

Class E (1.501-2.000 c.c.): 1. Frazer-Nash 1.971 (K. Wharton and C. E. Robb); 2. Frazer-Nash 1.971 (F. R. Gerard and D. A. Clarke); 3. Frazer-Nash 1.971 (R. F. Peacock and G. A. Ruddock).

Class F (1.101-1.501 c.c.): 1. Gordini 1.488 (R. Gallagher and M. P. Cahill). 2. Lester-M.G. 1.467 (P. Jackson and F. Lane); 3. M.G. 1.250 (R. Flower and G. Phillips).

Class G (751-1,100 c.c.): No starters.

Class H (up to 750 c.c.): 1. D.B.-Panhard 745 (G. Trouis and A. P. Hitchings).

Fastest lap (sports car record): Jaguar (P. D. C. Walker) 5m 1s, 88.70 m.p.h.

BY APPOINTMENT
TO THE LATE
KING GEORGE VI
MOTOR CAR TYRE
MANUFACTURERS

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DUNLOP FORT

In a Class by Itself

INTERNATIONAL R.A.C. TOURIST TROPHY RACE

General Classification

1st ASTON MARTIN
2nd ASTON MARTIN
3rd FRAZER-NASH
4th JAGUAR
5th ASTON MARTIN

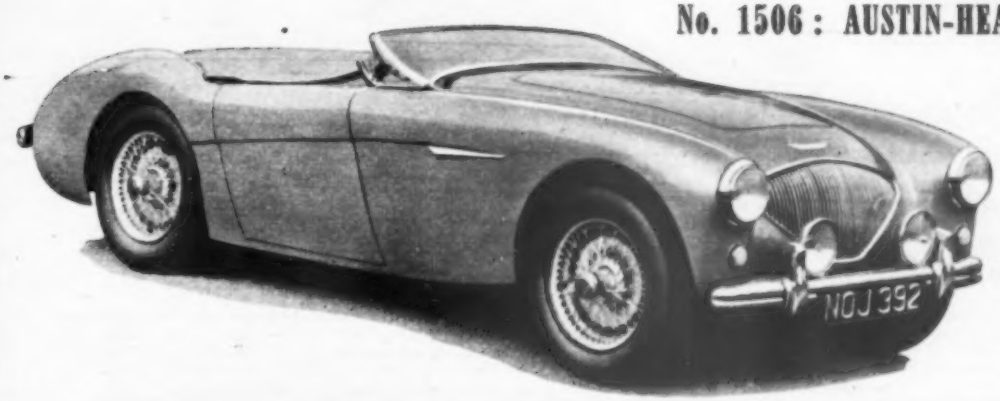
Class Winners

CLASS C. **1st JAGUAR**
CLASS D. **1st ASTON MARTIN**
CLASS E. **1st FRAZER-NASH**
CLASS H. **1st D. B. PANHARD**

(Subject to official confirmation)

★ Also using **SHELL PREMIER PETROL** as sold from the Pump

No. 1506: AUSTIN-HEALEY HUNDRED TWO-SEATER



In this view of the Austin-Healey Hundred the windscreen is seen lowered and the tonneau cover completely enclosing the cockpit.

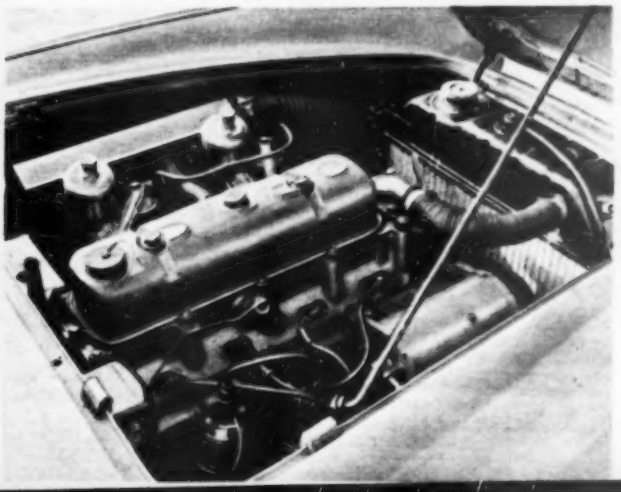
The Autocar ROAD TESTS

WHEN it was introduced at the London Show last year there was little doubt that the Healey Hundred, as it was called then, had really got something. This trim two-seater sports car with a 2.6-litre engine, having a speed well over the magic three-figure mark and initially priced at £850, was certainly a car to be reckoned with. During the Show it was announced that the Austin Motor Company (their A.90 engine is used to power the car) were to take over the production of the model, which would in future be known as the Austin-Healey Hundred. The combination of the sporting background of the Donald Healey Motor Company with the production "know-how" of the Austin company assured the success of what looked to be a most promising sports car and provided a moderately priced model midway between established sports cars of both small and large capacity.

Of the very small number of standard production cars in the over-110 m.p.h. maximum speed class there are very few indeed that can compete in price with the Austin-Healey, which, for its current basic figure of £750—a reduction of £100 from the original price—includes items such as a Laycock-de Normanville overdrive, a heater and centre-lock wire wheels, often optional extras on cars of much higher price. Yet in spite of its high maximum speed the Austin-Healey is not one of those cars in which everything is sacrificed in order to make it go fast. It is roomy, comfortable to ride in, and its general road behaviour and handling qualities are of a very high order. A very good power-to-weight ratio, combined with carefully chosen gears, results in a car with a very high cruising speed; just how high will, of course, depend on road conditions. But perhaps even more important is the fact that this car is of the type that will get from place to place very quickly without needing to be driven very fast.

Showing the hood up: the centre-lock wire wheels are completely exposed, front and rear, and the length of the car is emphasized by a crease in the body panels.

The four-cylinder engine is housed neatly under the bonnet. Its twin S.U. carburettors are supplied with cool air from a forward-facing duct. The coil is mounted on the side of the engine close to the distributor. The water and oil filler caps are readily accessible.



In addition to maximum speed being recorded in the normal way with the weather equipment in position, it was recorded with the driver only and an aero screen fitted in place of the normal full-size windscreen. The results obtained produced a mean speed of 111 m.p.h. with one up, while with hood and sidescreens plus the added weight of an extra person the mean maximum speed was 103 m.p.h., with best speeds in one direction only of 119 and 108 m.p.h. respectively in the two sets of conditions, a very good performance, particularly, again, considering the price of the car.

The transmission consists of a conventional plate clutch, a three-speed gear box and an electrically operated Laycock-de Normanville overdrive unit arranged so that it can be operated on both second and top gears. This, in effect, means that the car has five forward speeds, although it is necessary to operate two controls if it is desired to change from overdrive second to direct top gear, for example. From rest the car is driven normally in first gear and a change to second gear is made in the usual way. To obtain overdrive second it is necessary only to move the overdrive switch. To change from overdrive second to normal top gear the switch as well as the gear lever must be operated. On the other hand it is possible to change from overdrive second to overdrive top gear simply by operating the normal gear lever.

A propeller-shaft-actuated governor prevents the overdrive from coming into operation until a road speed of 35 m.p.h. is reached. To prevent jerk and shock to the transmission when a change down from overdrive to direct top or second gears is made there is a throttle switch, and, even if the

The radiator grille is neat and simple, and blends well with the general lines of the body. Separate side lights are mounted below the head lamps, and two additional driving lamps (not standard equipment) are seen on the example tested. The anti-roll bar can just be seen below the front number plate. Right : The tonneau cover can be used to enclose the hood. The wing pressings are detachable and the joints for the rear wings can be seen from this angle. Full-width bumpers and over-riders provide useful protection at the rear. The exhaust tail pipe is swept up at the back to provide increased ground clearance.

ROAD TEST . . . continued

overdrive switch is operated the actual change down will not occur until the throttle is opened and the car is accelerated. The remote control gear lever is centrally placed; it is very positive to operate and has a convenient amount of movement from gear to gear. The layout of the gate is a little unusual, as instead of reverse gear being placed opposite first gear, as is often done with a three-speed box, it is placed at the far side of the gate to the right of top gear position. This arrangement can be seen in the diagram of the controls and instruments. Both clutch and gear controls are well positioned, robust and well able to cope with fast gear changes when necessary.

All the Healey cars possess fine handling qualities and the latest model follows this tradition. The suspension provides a comfortable yet well-controlled ride that is suitable for fast driving and at the same time is sufficiently soft to deal with rough road surfaces without shaking the car and occupants. With 2½ turns from lock to lock, the steering is very positive and the car can be placed with precision, yet in spite of the small number of turns it is also pleasantly light and has good self-centring action. It has a well-balanced layout that does not feel dead and at the same time does not transmit road shocks back through the wheel.

In its handling qualities as a whole the Austin-Healey feels very safe and has a satisfactory amount of understeer, a combination of qualities that results in a car that is very pleasant to drive and one that quickly inspires confidence. The 11in diameter hydraulically operated brakes are well up to the high performance of the car. No fade was experienced under fast driving on the open road or during the specialized conditions of the performance testing. The pedal pressure required for maximum braking is also relatively light, although for normal check braking the pressure is perhaps a little higher than is usual. No brake adjustment was required even after many hundreds of miles of fast driving.

In the interests of performance there is a limit to the weight that can be added in the form of sound-insulating material, and in consequence some noise can be heard from the engine compartment, while a certain amount of heat is also noticed in the cockpit, particularly with the hood and sidescreens in position. Otherwise, apart from a certain amount of transmission noise from the indirect gears, the car is quite quiet, although if it is driven very fast with hood and sidescreens in position some noise is caused by wind pressure deflecting the Perspex sidescreens. Road noise can be heard inside the car, but this is not excessive.

Perhaps the outstanding thing about the bodywork of the Austin-Healey is the surprising amount of room inside the car. The general layout is so well arranged that in spite of the low overall height the driver is in no way cramped. The steering wheel is telescopically adjustable on its column and is nicely placed in relation to the pedals. Both seats are adjustable by means of bolts and cage nuts, involving the use of a spanner; this not altogether convenient arrangement if more than one person is handling the car is adopted to reduce the height that would be required for a conventional sliding seat mechanism. The seats themselves are well upholstered and give good support, although they might be even more comfortable to some tastes, and sizes of drivers in particular, if the cushion length were increased slightly. There is enough room for the driver's left foot when it is not operating the clutch pedal, and the dip switch is positioned so that it forms a footrest. All the minor controls are conveniently placed around the facia panel; on the car tested the overdrive switch was fitted on a steering wheel spoke, although on present production models this is placed in the centre of the facia above the gear lever.

From the driving seat there is good all-round visibility

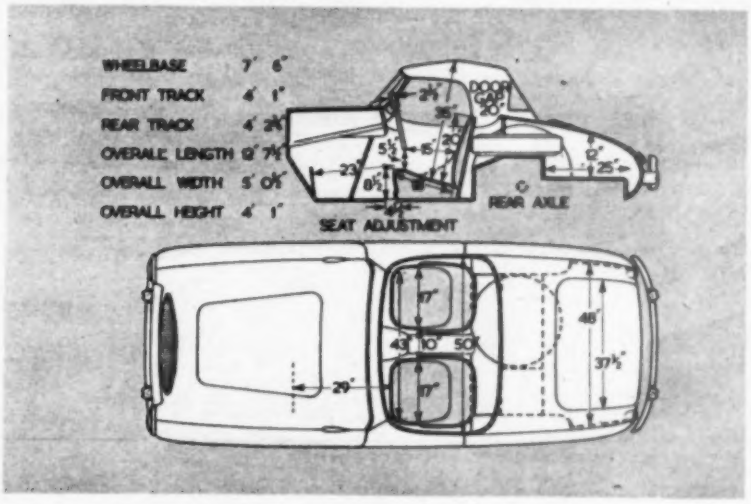
Large pockets are provided in both doors, and the right-hand door handle can be seen inside the pocket, a little to the right of the steering wheel. A grab handle is fitted on the passenger side. A bright strip is fitted round the edge of the cockpit and along the tops of the doors. The overdrive control was fitted on the steering wheel on the car tested, but has been moved to the facia on later production cars.

The top of the fuel tank forms the main floor of the luggage locker. A separate compartment at the top of the locker houses the spare wheel, while a small compartment alongside this holds the tools.

and the thin windscreen pillars do not cause any obstruction. With the full weather protection in position general visibility is also good, as a large plastic rear window is fitted. Both front wings can be easily seen from the driving seat. The instruments are grouped around the steering column, where they can be easily seen by the driver. The instrument lighting is effective but it does cause some reflection in the screen at night. A bad reflection is also caused by a chromium-plated strip running right across the body, above the facia, as also can arise in daylight from the same source with the hood down in bright sunshine. The windscreen wipers cover a wide area and are quite effective.

Large doors provide easy access and it is not difficult to enter the car even with the hood up, although the overall height is low—4ft 1in to the top of the hood. Besides the comfortable layout for the driving seat, already mentioned, the passenger compartment is also roomy. The facia panel is swept up to give extra knee room, and a large parcel tray is built on to the bulkhead. The plastic material hood is simple to operate and folds down behind the seats. A full-length tonneau cover is supplied and this can be used for covering the hood when it is down. As well as being completely detachable, the windscreen can be lowered to form a deflector. The curved Perspex sidescreens fit in nicely with the contours of the car, but it is not possible to give hand signals when both the hood and the driver's sidescreen are in position. The fuel tank filler cap is placed inside the luggage locker. It is large and the tank can be filled quickly without blowing back. Double-dip head lamps provide a satisfactory beam and spread of light in both positions. The horns have a particularly powerful and penetrating note. Twenty-one chassis lubrication points require attention with a grease gun, 14 of them at intervals of 500 miles.

AUSTIN-HEALEY HUNDRED TWO-SEATER



Measurements in these ¼in to 1ft scale body diagrams are taken with the driving seat in the central position of fore and aft adjustment and with the seat cushions uncompressed.

PERFORMANCE

ACCELERATION: from constant speeds. Speed, Gear Ratios and time in sec.

M.P.H.	3.12 to 1	4.125 to 1	4.42 to 1	5.85 to 1	9.28 to 1
10—30	—	7.5	—	4.6	3.3
20—40	—	7.0	—	4.4	—
30—50	8.5	6.8	5.2	4.5	—
40—60	8.9	7.0	5.8	5.3	—
50—70	9.5	7.6	6.9	—	—
60—80	10.9	9.3	—	—	—
70—90	14.9	12.9	—	—	—

From rest through gears to:

M.P.H.	sec
30	3.3
50	7.6
60	10.3
70	13.4
80	18.0
90	25.6

Standing quarter mile, 17.5 sec.

SPEED ON GEARS:

Gear		M.P.H. (normal and max.)	K.P.H. (normal and max.)
Top	(mean)	111	177.82
	(best)	119	191.51
Overdrive 2nd		70—76	113—122
2nd		52—60	84—97
1st		30—39	48—63

TRACTIVE RESISTANCE: 26 lb per ton at 10 M.P.H.

TRACTIVE EFFORT:

	Pull (lb per ton)	Equivalent Gradient
Overdrive Top	245	1 in 9.1
Top	318	1 in 6.9
Overdrive Second	453	1 in 4.9
Second	495	1 in 4.5

BRAKES:

Efficiency	Pedal Pressure (lb)
75 per cent	100
71 per cent	80
46 per cent	60

FUEL CONSUMPTION:
24.5 m.p.g. overall for 471 miles (11.5 litres per 100 km).
Approximate normal range 24–27 m.p.g. (11.8–10.5 litres per 100 km).
Fuel, First grade.

WEATHER: Fine, dry surface; slight wind.
Air temperature, 72 degrees F.
Acceleration figures are the means of several runs in opposite directions.
Tractive effort and resistance obtained by Tapley meter.
Model described in *The Autocar* of October 24, 1952.

SPEEDOMETER CORRECTION: M.P.H.

Car speedometer	10	20	30	40	50	60	70	80	90	100	110	117
True speed	12	21	30	41	51	61	71	80	90	103	113	119

DATA

PRICE (basic), with open two-seater body, £750.
British purchase tax, £313 12s 6d.
Total (in Great Britain), £1,063 12s 6d.
Extras: Heater, standard equipment.

ENGINE: Capacity: 2,660 c.c. (162.2 cu in).
Number of cylinders: 4.
Bore and stoke: 87.3 × 111.1 mm (3.438 × 4.375in).
Valve gear: Overhead, push rods.
Compression ratio: 7.5 to 1.
B.H.P.: 90 at 4,000 r.p.m. (B.H.P. per ton laden 79.6).
Torque: 144 lb ft at 2,500 r.p.m.
M.P.H. per 1,000 r.p.m. on top gear, 18; on overdrive 23.8.

WEIGHT (with 5 gals fuel), 18¾ cwt (2,100 lb).
Weight distribution (per cent) 50 F; 50 R.
Laden as tested: 22¾ cwt (2,500 lb).
Lb per c.c. (laden): 0.94.

BRAKES: Type: F, Two-leading shoe. R, Leading and trailing.
Method of operation: F, Hydraulic. R, Hydraulic.
Drum dimensions: F, 11in diameter; 1¾in wide. R, 11in diameter, 1¾in wide.
Lining area: F, 72.6 sq in. R, 72.6 sq in (130 sq in per ton laden).

TYRES: 5.90 – 15in.
Pressures (lb per sq in): 22 F; 24 R (normal). 35 F; 36 R (for fast driving).

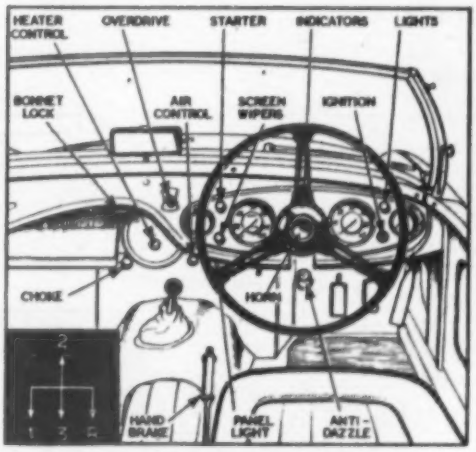
TANK CAPACITY: 12 Imperial gallons.
Oil sump, 12 pints.
Cooling system, 28 pints.

TURNING CIRCLE: 30ft 0in (L and R).
Steering wheel turns (lock to lock): 2¼.

DIMENSIONS: Wheelbase 7ft 6in.
Track: (F) 4ft 0¾in; (R) 4ft 2¾in.
Length (overall): 12ft 7¼in.
Height: 4ft 1in.
Width: 5ft 0½in.
Ground clearance: 6in.
Frontal area: 16.6 sq ft (approximately) with hood up.

ELECTRICAL SYSTEM: 12-volt; 63 ampère-hour battery.
Head lights: Double dip, 48–42 watt.

SUSPENSION: Front, Coil springs and wishbones; anti-roll bar.
Rear, Half-elliptic springs.



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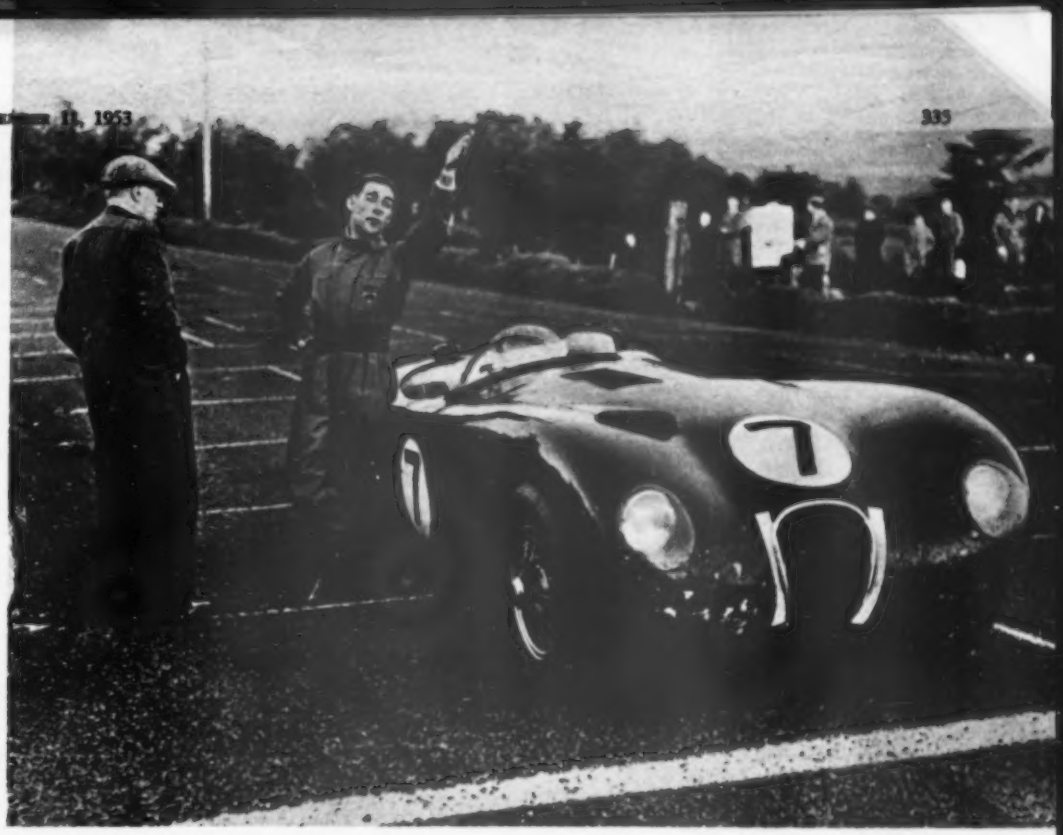
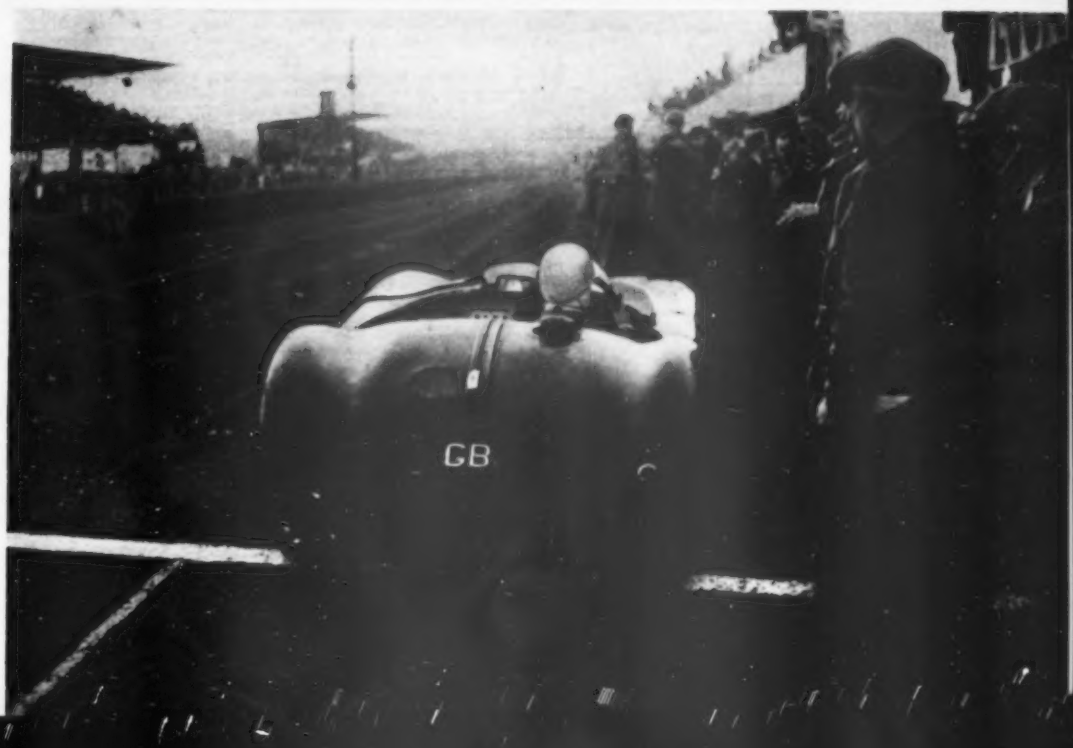
ULSTER DRAMA

A full report of the Tourist Trophy Race appears on pages 326 - 330



With only two laps to go, Moss' Jaguar developed gear box trouble when the car was lying third. He came slowly round to a position one foot short of the finishing line where he stopped to await the finish. These three photographs dramatically show the sequence of events: the Jaguar drawn up at the finishing line, chipped and dented by flying stones, while Moss signals to his pit, watched by Earl Howe: Peter Collins brings the winning Aston Martin across the line while Moss, seated in the car, finds time to applaud and, finally, the Jaguar is coaxed across the line under its own power, to finish fourth.



Left: Just after the start, with mist still lying over parts of the circuit, the field, led by Moss' Jaguar, starts on the nine-hour T.T. race. The Ecurie Kenya Jaguar, driven by C. J. Manussis, lays a smoke screen in the foreground and the two Aston Martins driven by Reg Parnell and Roy Salvadori are just about to overtake the Frazer-Nash of John Fitch and Peter Wilson.

NEW CARS DESCRIBED

The traditional and typical lines of the Mercedes *marque* have been skilfully blended into a streamlined entity of potent, yet pleasing appearance. The 180 is still easily identifiable as a Mercedes-Benz by the use of the conventional radiator and motif.

NEW GERMAN CAR WITH INTERESTING TECHNICAL FEATURES

A Unit-

IN introducing three 1954 models, Daimler-Benz A.G., the world's oldest car manufacturers, although following once more their traditional policy of introducing new models with still further improved driving characteristics, but also following the general trend of more spacious bodies, are undoubtedly paying increased attention to the demand for competitively priced medium-sized cars.

Chief of the new models is the very interesting newcomer, the Mercedes-Benz 180, which has been under development for more than two years and has many novel technical features. The 1,767 c.c. power unit is based in principle on the one employed in the Type 170 SV, with the exception that the compression ratio of the 1.7-litre four-cylinder side-valve engine has been raised from 6.5 to 1 to 6.7 to 1 and the output obtained is 52 b.h.p. at 4,000 r.p.m. The engine speed at 60 m.p.h. is 3,390 r.p.m.

In character with the new car, which has 6.40-13 tyres, are the modern lines of the full-width body and the large-sized luggage locker, which are blended tastefully with the traditional appearance of the Mercedes-Benz radiator grille and the three-pointed star mascot. The technical details of the body design point towards a number of possible design trends, and although the body is self-supporting, the floor structure fabricated from welded sheet steel pressings is laid out as a unit and based on a longitudinal centre with two totally closed box side members. The structural design of the body is such that the entire panelling, which is partly supported by box and tubular sectioned steel pressings, together with the floor structure, is equally stressed. This represents the first use by Mercedes-Benz of unit body-chassis construction.

The most interesting technical detail of this vehicle is the so-called *Fahrschemel*, which means "Front Suspension Support," a U-shaped box-sectioned member fabricated from two steel pressings, which apart from carrying the unequal length wishbones, coil spring suspension units, torsional directional stabilizer, and steering gear also carries the entire power unit which is positioned on rubber mountings. The front suspension support is attached to the chassis-less body by three special rubber-bonded metal mountings, of which one is located ahead and two to the rear of the front axle centre. This arrangement and the fact that the engine is also mounted on rubber mountings permits, according to Dr. F. Nallinger, chief engineer and technical director of Daimler-Benz, the location of the theoretic intermediary mass in the most favourable position, an important factor in the road-holding characteristics of a vehicle with four-wheel independent suspension.

A further advantage claimed for positioning the front suspension and engine on a single supporting member, apart from the aspect of reduction in noise transmission, is also the reduction of the time factor involved in assembling and repairing any components fitted to the front suspension support. The components making up the complete front suspension member, together with the engine, steering gear, and so on, are bench assembled and the completed assembly is then wheeled under the body and positioned by the previously mentioned three rubber-bonded metal mountings. The front wheel angle of camber is adjusted with the aid of special steel shims.

The recirculating ball steering gear employed has an automatic backlash adjustment, and a hydraulic damper incorporated

The entire 180 power unit is easily accessible by lifting the bonnet and dummy radiator. The useful occupation of space is very much in evidence.

in the steering linkage arrangement prevents the transmission of road shocks to the steering wheel, which takes three and a half turns from lock to lock.

The front suspension coil springs, with the centrally positioned double-acting hydraulic telescopic dampers, are rubber mounted. This gives the springs distinctive progressive characteristics, and they act in conjunction with large-sized rubber buffers.

The rear suspension is in principle the traditional Mercedes-Benz swing axle. The differential housing, however, is attached to the body structure only by a single rubber-bonded mounting, while rubber-bushed radius arms, located against the body, control the movements of the axle housing. The rear suspension is also equipped with coil springs and double-acting hydraulic telescopic dampers. A divided propeller-shaft is employed.

It is interesting to note that this vehicle, which carries 6.40 by 13in tyres, has a kerb weight of 2,535 lb and a wheelbase of 8ft 8¼in and a front track of 4ft 7⅞in. The rear track is 4ft 9in, and the ground clearance of the car when laden with two persons is approximately 8in. The turning circle of the vehicle is 36ft. The overall length of the car is 18ft 7½in, the overall width is 5ft 8¼in, and the maximum height when unladen is 5ft 1½in.

The steering column lever controlled gear box has four all-synchromesh forward gears, the gear box ratio of first being 4.05 to 1, second 3.28 to 1, third 1.53 to 1, fourth 1 to 1, and reverse gear 3.92 to 1. The back axle ratio is 3.89 to 1.

Hydraulic brakes with two leading shoes are employed for the front wheels, while the brakes of the rear wheels have a leading and trailing shoe each. The mechanical hand brake operated by an umbrella-type lever positioned parallel to the steering column acts on the rear wheels.

Of equal technical interest are a number of body features; although permitting maximum possible space for passengers and luggage, the sleek body lines have been maintained, although the total window area (including the windscreen) of approximately 18½ sq ft is unusually large for a car in the medium-sized class. The comparatively low bonnet and the single-piece curved windscreen permit a wide-angle view from the driver's position, and the distinctive high outlines of both front mudguards can be seen from the driving seat. The twin-spoked steering wheel with the horn ring which can be turned to operate the direction indicators (a Mercedes-Benz feature which has proved to be popular for more than twenty years) is located in such a manner that all the instruments grouped together on the facia board immediately ahead of the steering wheel are clearly visible. The instruments are illuminated by indirect light and a prismatic anti-dazzle rear mirror is fitted. Provision is also made in the facia board for the installation of a radio and apart from a large size locking glove box there is also a slightly inclined tray for maps, and suchlike.

In place of the two individual front seats with adjusting back squabs, a single bench seat with a width of 57in is available, the width of the rear seats being 57½in. The upholstery material for the big and deep seats is wool cloth, a choice of colour arrangements being available; the cloth covers specially shaped rubberized hair overlays mounted on interlocking spring cases.

The interior light, giving a wide illumination, is equipped with a three-way switch (on, off and door contact), and is positioned immediately above the centre of the windscreen.

All four doors are forward hinged and carry arm rests. The doors, which have rubber-mounted locks, are push-button operated, the outside door handles being of the fixed pattern.

A full-width lid on counterbalanced hinges covers a spacious luggage locker. The spare wheel is being carried upright on the right side and can be removed without disturbing any luggage. A comprehensive set of tools and a hydraulic jack are carried in a locker adjoining the spare wheel compartment within the luggage space provision can also be made for carrying a second spare wheel. The fuel tank positioned below the luggage locker has a capacity of 12¾ gallons, and a reserve tap controls the flow of the last 1½ gallons.

The flashing direction indicator arrangement on this car is also novel. Apart from indicator lamps on each of the front and rear mudguards, an indicator

Wide and deep, the wool cloth covered seats look inviting. The neat general finish of the floor area in particular enhances the spacious interior of the 180 saloon.

Construction MERCEDES

Although not as attractive as the Type 180, the Type 170 S has the appearance of being of the usual high Mercedes-Benz standards.

The front suspension support which houses the steering gear, engine mountings, dampers, and in fact, the complete front suspension of the Type 180.

UNIT-CONSTRUCTION MERCEDES

. . . . . continued

lamp is also to be found ahead of the left and right windscreen pillar bases. Parking lights are incorporated in the direction indicator lamps fitted to the mudguards. In addition to the rear lamps there are also stop and reversing lights.

The fresh-air heating and ventilating system has two heat exchanger units which can be regulated separately by levers located on each side of the facia board. On the left and right of the facia board there is an adjustable nozzle which directs a stream of air for defrosting or demisting the windows of the front doors. Provision is made for the installation of a separate blower unit for additional ventilation in extreme climates, or when the vehicle is stationary. There is also an adjustable air flap below the facia board, intended to direct a stream of air on to the legs of the driver and front passenger.

This model is available in a selection of standard colours, finished in a synthetic high-gloss paint, the method of application being based on a special process developed by the company.

The car, for which a maximum speed of approximately 78 m.p.h. and an average fuel consumption of approximately 32 m.p.g. are claimed, is available with or without sliding roof and will be sold in Germany for DM9,950, approximately £887.

Two modified models, the 170 SV (petrol engined) and the 170 SD (diesel engined), are to replace the 170 V originally introduced in 1937 and the post-war models 170 S, 170 D and 170 DS, the last two of these models being diesel engined.

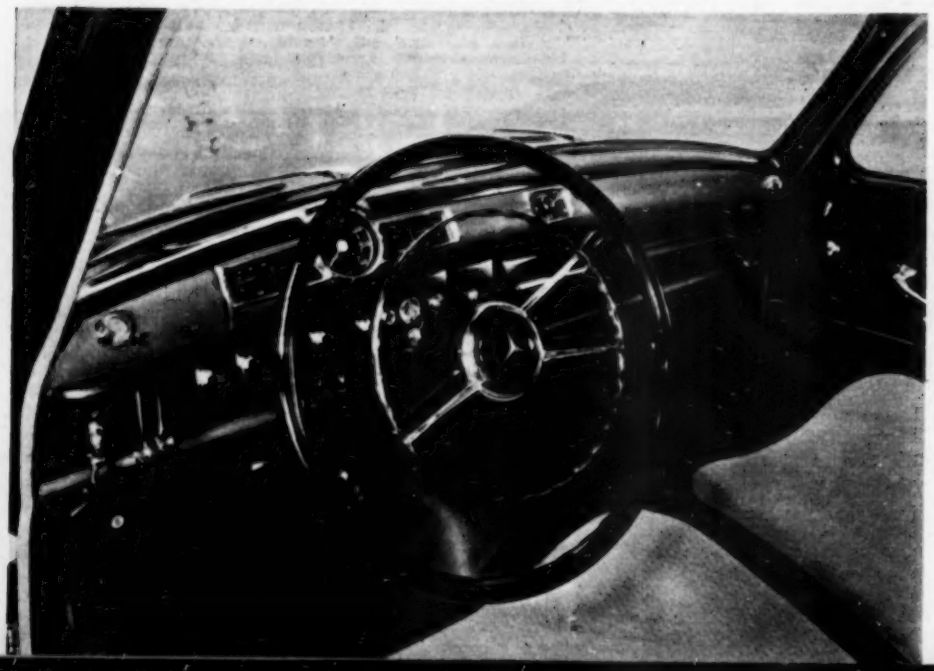
The 170 SV and 170 SD are priced in Germany at DM8,300 (approximately £745) and DM9,350 (approximately £838) respectively. This represents a price reduction of 17 per cent against the models which are being replaced.

Both models have identical bodies and similar to those previously used on the 170 S and 170 DS, with the exception of the fresh-air heating and ventilating system. This is now equipped with two heat exchanger units, and is included in the price of the vehicles. Both models are available with or without an opening roof. There is also a choice of eight body colours, and a choice of various materials for the upholstery and interior body trimmings.

The independent front suspension is, however, almost identical with the systems hitherto employed in the 170 V and 170 D, with the exception of the transverse leaf springs which have been redesigned to permit an increased and softer suspension movement. Double-acting hydraulic telescopic dampers are being employed in both front and rear suspensions.

The power unit in the 170 SV is the four-cylinder 1.7-litre side-valve engine developing 45 b.h.p. at 3,600 r.p.m., together with a four-speed gear box, identical with the one already employed in the 170 S.

The 1.7-litre four-cylinder diesel engine developing 40 b.h.p. at 3,200 r.p.m. in the 170 SD is almost identical with the one used in the 170 D and 170 DS, with the exception that the slightly modified Bosch fuel injection equipment gives the vehicle an average

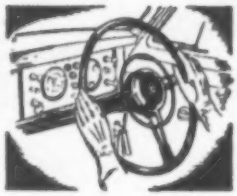


The neatly grouped instruments blend gracefully with the modern curved facia. The horn ring also operates the traffic indicators, a unique feature found for many years on Mercedes-Benz models.

Rover worth goes deep

The owner of a Rover car may well congratulate himself upon the soundness of his judgment; for, as the years and miles mount up, this fine car reveals itself as a model of economy, reliability and good taste in the best tradition of British craftsmanship and engineering. There's always a buyer waiting for a used Rover.

No compromise, to keep down cost, has been allowed to influence the steering design. The resulting precision of the layout and steering "geometry" give the driver a feeling of perfect control. Even at speeds of over 150 m.p.h. on the Rover experimental gas-turbine car this steering was proved to be perfectly satisfactory.



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Seventy Five

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I've just had the drive of my life!

When George offered to run me down for the week-end and bragged about his time from point A to point B, I expected a pretty hair-raising journey. That Sunbeam-Talbot of his really is an amazing car. I don't think I've ever been driven at such a high average speed and at the same time felt so very comfortable and very safe.

Over-riders, optional extras

Ask your dealer for a trial run today —it will convince you!

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SUNBEAM ALPINE

—new sportscar version of the Sunbeam-Talbot won no less than four Coupes des Alpes and the Coupe des Dames on its first appearance in the arduous Alpine Rally this year.

A PRODUCT OF THE ROOTES GROUP

SUNBEAM-TALBOT LTD. RYTON-ON-DUNSMORE COVENTRY · LONDON SHOWROOMS & EXPORT DIVISION: ROOTES LTD. DEVONSHIRE HOUSE PICCADILLY W.1

fuel consumption of 46 m.p.g. and a maximum speed of approximately 62 m.p.h. The steering column lever-operated gear box of the 170 SD is identical in design, with the exception of the ratios, with the one employed in the 170 SV.

SPECIFICATION TYPE 180

Engine.—4-cyl, 75 × 100 mm (1,767 c.c.). Compression ratio 6.7 to 1. Maximum b.h.p. 52. Side valve.

Transmission.—Four-speed synchromesh gear box. Overall gear ratios: Top 3.89, third 5.95, second 12.76 and first 15.75 to 1.

Suspension.—Front: Independent coil springs, wishbones and anti-roll bar. Rear: Independent swing axles and coil springs.

Brakes.—Hydraulic, leading and trailing shoes. Total area 126 sq in.

Steering.—Recirculating ball type.

Tyres.—6.40-13in.

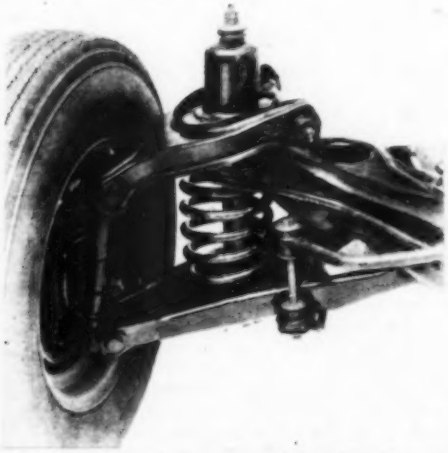
Electrical Equipment.—6-volt, double-dip head lamps, 35w.

Fuel System.—12¼-gallon tank at rear, 1¼ gallons reserve.

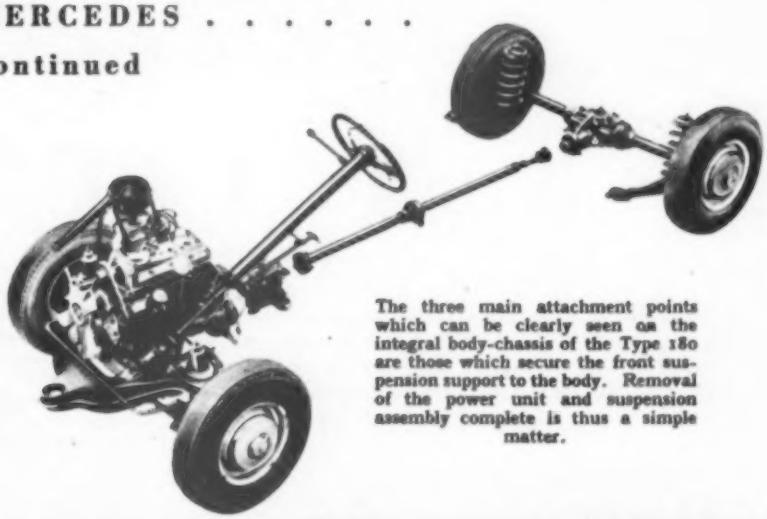
Main Dimensions.—Wheelbase 8ft 8¼in. Track, front, 4ft 7⅞in, rear, 4ft 9in. Overall length, 18ft 7¼in; width, 5ft 8¾in; height, 5ft 1¼in. Weight 2,535 lb.

UNIT-CONSTRUCTION MERCEDES . . . . . .

continued



The vertically mounted hydraulic dampers and the neat general design of the front suspension contribute to the high degree of comfort at speed which is claimed. Progressive rubber "bump" stops can be seen at the inner ends of the lower transverse links.



The three main attachment points which can be clearly seen on the integral body-chassis of the Type 180 are those which secure the front suspension support to the body. Removal of the power unit and suspension assembly complete is thus a simple matter.

SPECIFICATION 170 SV

Engine.—4-cyl, 75 × 100 mm (1,767 c.c.). Compression ratio 6.5 to 1. Maximum b.h.p. 45. Side valve.

Transmission.—Four-speed synchromesh gear box. Overall gear ratios: Top 4.44, third 6.3, second 10.1 and first 17.78 to 1.

Suspension.—Front: Independent leaf springs. Rear: Independent swing axles and coil springs.

Brakes.—Hydraulic, leading and trailing shoes. Total area 118 sq in.

Tyres.—5.50-16in.

Electrical Equipment.—6 volt, double-dip head lamps, 35w.

Fuel System.—10.3-gallon tank at rear, 1¼ gallons reserve.

Main Dimensions.—Wheelbase 9ft 4in. Track, front 4ft 3½in, rear 4ft 8¼in. Overall length, 18ft 7in; width, 5ft 6¼in; height, 5ft 2½in. Weight 2,711 lb.

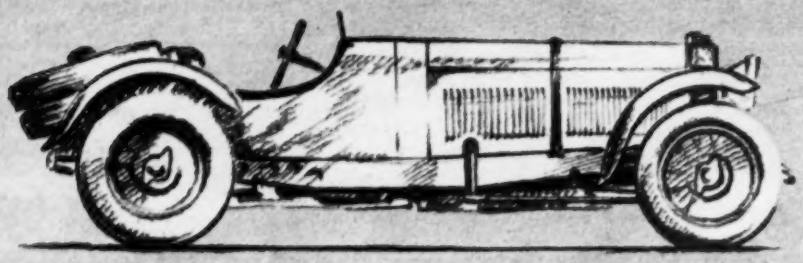
SPECIFICATION 170 SD

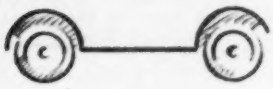
(As for 170 SV except as follows)

Engine.—Diesel. Compression ratio 19 to 1. Maximum b.h.p. 40.

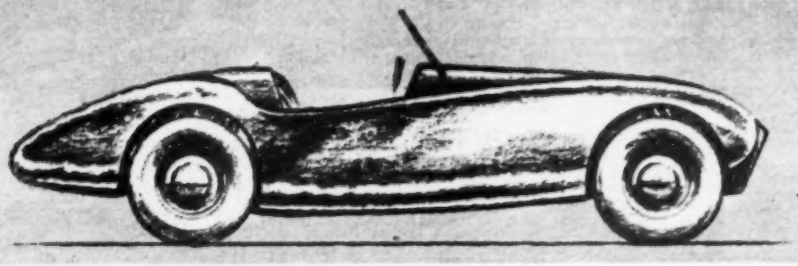
Electrical Equipment.—Two 6-volt batteries, double-dip head lamps, 35w.

The space allocated to the luggage locker has been increased by 75 per cent on the Type 180 in comparison with the 170 S. A vertically mounted spare wheel is clamped on the right-hand side.





The great cars of the past gave the impression of power and implied speed by the length of their bonnets, though their lines were singularly static. The moderns give a similar impression by their flowing lines, all of which imply movement even when the car is stationary.



STYLISMS

The author is an artist in his own right and has an exaggerated affection for Red Label Bentleys and 30-98 Vauxhalls (and suchlike). His views on modern styling, therefore, are particularly interesting, coming from a self-confessed traditionalist.

BODY "style" evolved from the necessity to enclose the major working parts of the earliest horseless carriages. Ever since then individuals have existed who are not content with the body styles currently available on the market—or who cannot afford to buy them—and who yearn to construct what they consider to be their ideal car. Whether this is prompted by a genuine feeling that their conception is a world-beater, or merely a desire to own something different, is hard to say and it does not really matter. Through the years, however, there have been many such "one off" examples. Some have been strikingly good but others have been travelling memorials to the snags and difficulties that exist.

A good many of the failures, of course, are owed to the difficulty of expressing in aluminium what looked good on paper or in Plasticine and a good many excellent designs have progressed no further than the Plasticine model stage for this very reason. But now, with the introduction of Fibreglass as a medium for amateur construction, the possibilities are infinite. It is reasonable to say that, however complicated the curves of the model, they can be reproduced faithfully in the final stage. As the use of Fibreglass becomes more widely understood there will be many who will want to make use of the opportunities it offers. It is interesting to reflect on a few of the difficulties a home constructor faces in his attempts to style an elegant body.

The stylist is limited in the first place by the allocation of space to the engine, passenger and luggage compartments, and the location of the battery, spare wheel and so on. Now that the beam axle has given way to i.f.s. in its various forms, and the engine has moved forward to a position between the front wheels, the passengers are accommodated more or less within the wheelbase; the arrangement of these positions is fairly constant at present. This could be subject to change in the future if there is an increase in popularity of rear engines, but this appears to be sufficiently far off not to warrant any serious thought at present. Disregarding any basic laws concerning harmony of line, and considering only popular taste, what other constants has the stylist to work on—if any?

For a period following the war it became fashionable to submerge the rear wheels to a greater or lesser degree behind "tin" curtains. One feels that here the stylist was underestimating his own responsibility to the public; the tasks of changing or cleaning the wheels and checking tyre pressures were made more difficult and the fitting of snow chains laid the metal draperies open to damage if the chains should break. At present, in America, wheels have assumed a new-found importance; not only are wire wheels becoming popular in keeping with the practice on many high-performance European cars, but also dummy, plated, clip-on spoked discs are available to replace the hub plates on pressed steel wheels.

To avoid the bulbous appearance produced by increasing the body width, front wings became merged with the body sides, until the ultimate in this merging trend has produced, in some cases, a slab-sided body with no interruptions, except the wheel arches, from front to rear. This brought, with the faster cars, the inevitable air resistance caused by the empty spaces behind the front wheels. On the Le Mans Osca last year this was overcome by shaping the wing valances inwards behind the wheels, which eliminated the pockets of resistance and reverted, in a sense, to the long,

The human eye, accustomed to fast moving objects in nature, will subconsciously pick out in a car the lines that give the impression of grace and speed.

Wing and running board have been evolved from static to flowing lines until newly found waist and hem lines have been formed.

swept wings of the 'twenties. This trend has been followed by one or two manufacturers recently. It shows how styling details can change and, in some cases, revert to earlier conceptions.

By comparison with their counterparts of the 'twenties and 'thirties, modern stylists have a further problem with the frontal treatment and this, too, is by no means static. In the past the radiator stood proudly in front as the manufacturer's trade mark. Nowadays most cars carry only the vestigial remains of this trade mark; the only requirement is essentially a business man and shares the same ideas on the subject of profits as does the man who produces washing-machines or frying-pans. The enthusiastic stylist and the purchaser (in part) may well share the same ideas of what constitutes a perfect car, but what reaches the purchaser is a compromise between the stylist's enthusiasm and the manufacturer's business sense.

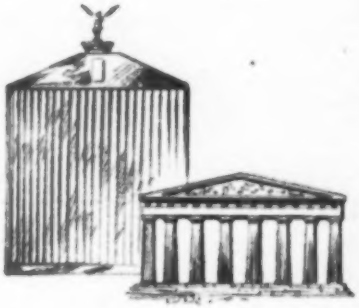
Though the amateur coachbuilder does not need to consider the job from a manufacturer's point of view, it is here that he may err, as he has no moderating influence to prevent his producing anything he may care to dream up; as a result, some very odd looking cars take the road. On the other hand he must not produce anything too near the ordinary or his design will quickly become out-dated. Appearance has become increasingly more of a selling point since the war; chassis and engine changes are not so obvious, but the public are always wide awake to coachwork changes. This is owed, in part, to the desire to own something better than everyone else, and outward appearances mean more to the Joneses than disc brakes.

The human mind has an odd habit of considering something new and unfamiliar in terms of something it already knows; how often does one hear the remark, "It looks like an inverted bath," or references made to "mouth organ-like

LOOKING AT LOOKS FROM A CREATIVE VIEWPOINT

By PETER GARNIER

is an adequate air intake. The size of this is dictated by the needs of the engine and brakes and, by suitable radiusing of the edges, the orifice can be quite small and still pass as much air as a huge and badly designed maw. The stylist has, therefore, a choice ranging from the rudimentary radiator via the plain and simple (and logically correct) air intake to the highly decorated and ornate grin; apart from any other considerations this increases weight at the front, where efforts are already being made to shed it by the use of light alloys in the progressively further forward mounted engine.

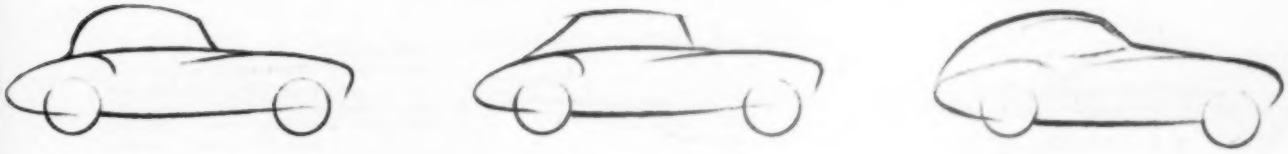


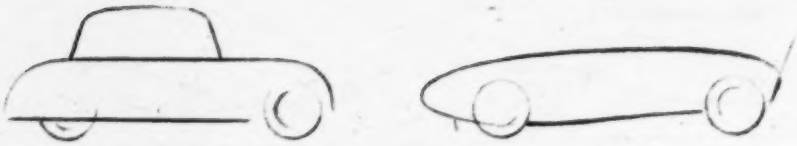
Good classic shapes never lose their beauty.

Easy Stages

There is public taste, too, to be considered. The stylist must not produce anything too revolutionary or removed from accepted standards as the result will achieve oddity and will not be acceptable from a commercial viewpoint. It has been said that today's revolutionary designs become tomorrow's accepted standards; this may be so and bodies not very far removed from present-day styling were produced in the 'thirties, but they were too revolutionary and were short lived. Novelty is not necessarily an adjunct to beauty. New styles are generally reached only by an endless succession of moderate changes through the years. In the first place the stylist, probably an enthusiast, conceives a design. His conception has then to be modified to fit the manufacturer's ideas of what will appeal to the public and not merely stagger them, and he must be careful not to play to an underestimation of public taste; it is necessary, too, that it shall be quantity-producible. The manufacturer

As long as the waistline remains the most important, widely differing roof lines can be used without spoiling the appearance. As soon as the waistline becomes subservient to an ugly roof line its beauty is lost.





Straight lines and circles are rare in nature and offend the eye; these should be modified into curves.

STYLISMS . . . . continued

fronts"? In pre-war days, before stylists really took charge, a car that was intended to go fast gave that impression by the great length of the bonnet and the appearance of battleship-like power. The *lines* of such cars, however, were singularly static. This, nowadays, is all folklore; since the war, designers no longer resort to such obvious methods to create their impression; classic lines have given way to streamlining with its soft, graceful, and sometimes extremely subtle curves. Every line of the car, even when it is standing still, should give the impression of swift movement. The long bonnet is no longer a prerequisite, though British and Continental designers still tend to retain it and to seat the occupants far back. The mind, when taking in the appearance of the car, subconsciously relates it to a horse *ventre-à-terre*, an athlete sprinting or a lithe, graceful animal moving fast.

In addition the designer has to bear in mind the many principles which collectively prevent him from producing an inharmonious and unsightly shape. The maxim "if it looks right it is right" cannot be held to apply. With certain exceptions, what looked right in the 'thirties may look very far from right nowadays. It is true, however, to say, "what is right looks right" and, applied to one or two of the clean, functional designs of the 'twenties, this is borne out by their continued good looks even by modern standards. Classic shapes, therefore, will always fit in; though few modern architects would design a building on the lines of the Parthenon, nobody can deny its beauty, and one wonders if it influenced the design of the Rolls-Royce radiator.

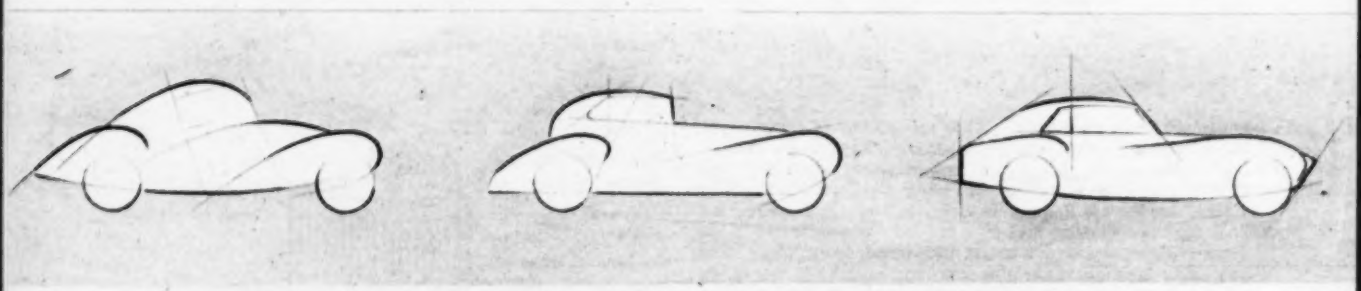
Eye for the Obvious

In coachwork, as in a picture, the largest masses and principal colours are the first to be grasped. Details are a minor aspect of the main masses and the line enclosing a mass is what gives it a pleasant or ugly shape; an outline drawing of a head is more significant than a drawing of the eyes, nose and mouth. The greatest effect, therefore, is created by the least amount of (apparent) work, and pointless decoration and embellishment attract attention only when the general lines are too weak to do so. The uninitiated may be compelled to remark "What a smasher," but a circus wagon produces the same effect.

The rarest shapes in nature are straight lines, angles (particularly right-angles), circles and segments of circles; anything containing these is unlikely to be pleasant to the eye. Moorish tracery is perforce geometrical, as the Koran forbids the depiction of nature. It has, however, no semblance to geometric shapes, as it has overcome these by resolving them into a multitude of irregular curves and lines. Because a car must be made up of curved lines these must bear a relationship to one another and they must be harmonious; an individual wing may be extremely beautiful, but when placed against an unsuitably curved waistline—the most telling line in the body—it may look quite wrong. There are many cars with such unhappily contrasted or blended curves which, with a little thought, could have been avoided.

In addition, the proportions must be well balanced. This is particularly important with front and rear wings, quite apart from the relationship of their curves to each other. The relative depths of the windscreen and side windows are important; inevitably a car with a windscreen that is shallower than the side windows assumes a beetle-browed appearance. There is also the car's attitude on the road; a car that looks right with two or three passengers in the back may assume a nose-down attitude when only the driver is carried. If a contrasting line or curve is required for any reason—the rear edge of a long side window is an example—it should contrast but still be in harmony with the rest of the body. Contrasting lines should be reduced to the minimum or they lose their effect; there is no contrast between three pears and three oranges, but one pear stands out well among three oranges.

Finally, a design that has been drawn painstakingly on paper from every angle may appear to be a world beater, but when it has been produced by the coachbuilder it may well look terrible; new angles become apparent which could not have been foreseen in the drawing stage, and perspective plays its part. It is always safer to build a scale model of not less than ¼ size before proceeding with the finished job; if, for example, the three-quarter rear view looks wrong it is cheaper and easier to alter it at this stage. At this stage, too, the possible uses of a second colour can be explored. All too often a dividing line between the two colours, produced in the paint shop, bears no relationship to the curves of the waistline or wings produced by the designer. In some cases a second colour can help the overall effect, but in many cases its use is just impossible.



Though harmony of line is essential, it can be overdone, as shown on the left. Inharmonious lines (centre) similarly look bad, but a happy compromise of harmony and discord can look beautiful.

Chromium strips can add to, or detract from, the overall impression. On the left a chromium beading has been used to accentuate a waistline that does not really exist. The one on the right is pointless and is inclined to spoil a not unpleasant shape.

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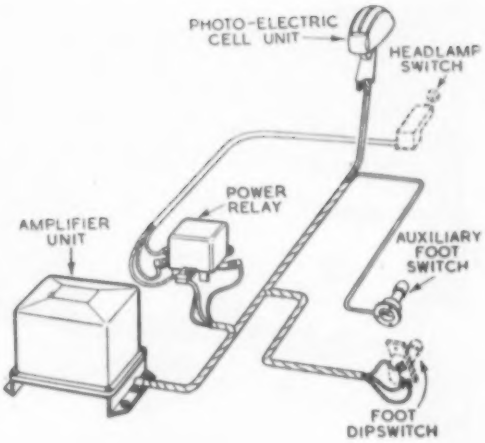
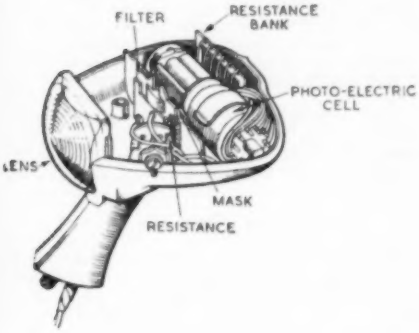
ELECTRONIC DIPPING

Automatic Head Lamp Beam Control : General Motors Device Which May Become Universal



The complete electronic dipping system as installed. The signal from the photo-electric cell unit is amplified to operate the power relay and dip the head lamps.

MUCH more than ordinary significance attaches to the Autronic-Eye device by which General Motors have made the dipping and restoration of head lamp beams an automatic process. While Governments can lay down acceptable anti-dazzle requirements for the aim of head lamp beams, it is very difficult indeed to enforce the action of dipping on the motorist, and much night ill-feeling, not to mention positive danger, is caused by inadvertent and deliberate omission to dip. It is known that the G.M. device is being very closely studied in this country, and its construction and operational methods are thus of current significance over here.



Considerable selectivity is necessary in the photo-electric cell unit, and is achieved by a careful arrangement of lens, filter and mask.

In fact, what sounds like a very complicated piece of mechanism is reasonably simple, although its appearance and widespread use in the U.S.A. are an indication of the high standard of living and motoring enjoyed by Americans, as well as of the ever-present readiness of that nation to try anything once and to make machines work for men. The Autronic-Eye is a machine, for it has mechanical working parts in its switchgear, but, as might be expected where a light-sensitive cell is the crucial component of a system, the electronic aspect is the more important.

Three main components make up the assembly—the photo-electric cell unit, the amplifier and a relay; an auxiliary foot switch and the existing head lamp switch and foot dipswitch are also employed. Established radio principles permit the operation. The battery of the car supplies direct current through a ballast valve to the centre tap of a transformer primary winding, across which is connected the vibrator. There are two secondary windings, one of which produces about 1,100 volts and the other about 150 volts—both a.c., of course. The higher voltage is rectified by another valve and makes available minus 1,000 volts (d.c.) to the photo-electric cell unit. The 150-volt supply powers the amplifier and relay.

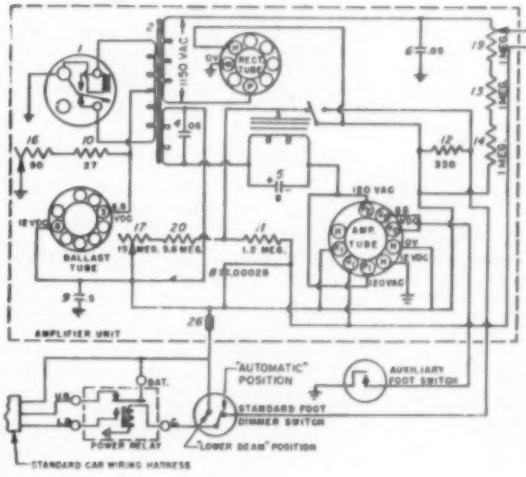
Cell Selectivity

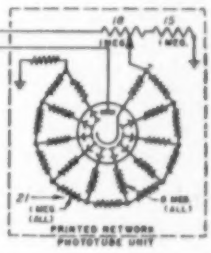
When light from the head lamps of an oncoming car reaches the device it is focused by a lens and passes through a filter and mask to the photo-electric cell. It is then passed as a signal to the grid of the amplifier valve and varies the current flowing through that valve in the customary radio manner. From thereon operation is straightforward, the amplifier actuating the relay which, in turn, causes the head lamps to change from full to dipped beam.

The auxiliary foot switch is an over-riding device. It is normally open, but closes under pressure of the foot to provide the full beam regardless of the impact of light on the photo-electric cell. The existing foot dipswitch permits automatic control in the "full-beam" position, the other position giving only the dipped beam, when the Autronic-Eye is disconnected from the vehicle lamps but not turned off. It continues to respond to light as long as the head lamps are switched on, and is thus ready at any time to resume control when the foot dipswitch is returned to the automatic position. The auxiliary foot switch functions only in the automatic position of the foot dipswitch.

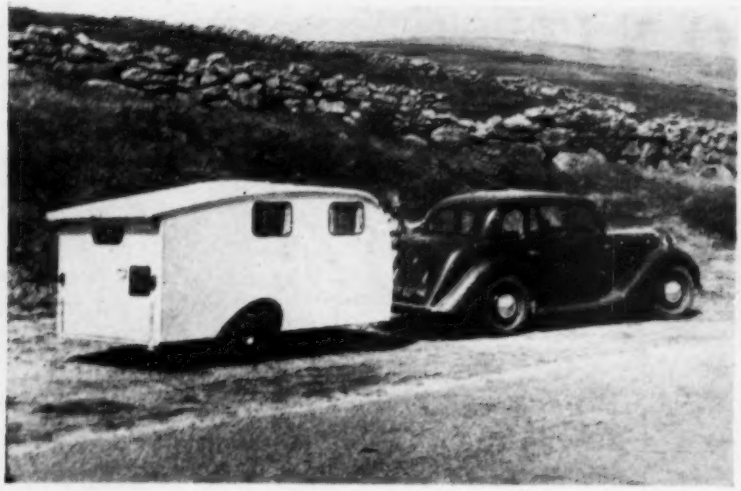
Obviously the biggest problem in the development of this device was to make it respond to the right signals, but not to unwanted ones; as recorded on page 294, September 4, the G.M. engineers claim to have solved this problem. There remains, however, an adjustment for sensitivity on the photo-electric cell unit, which is adjusted to accommodate the clear or tinted windscreen of the car on which it is used, the "seeing eye" being mounted on the ornamental pressing at the base of the screen, inside the car, so that it shares the look-out with the driver.

There is considerable attraction in the idea of automatic dipping of head lamps as a means of ensuring that motorists co-operate by night on the road, and although an over-riding switch would obviously remain necessary it might be assumed that such a system would lessen much of the retaliatory dazzle at present seen on the roads.





This wiring diagram, reproduced from a G.M. service sheet, shows that the Autronic-Eye circuit is fairly simple. The resistance network on the right is the photo-electric cell unit.



The new Wessex caravan is low built when in travelling trim. When parked, the roof rises on hinges to give head room, and a canopy tent can be added making room for two camp beds.

NEWS and VIEWS

New Hudson Model

ITALIAN styling is once more paid a compliment by a new American model, this time the Hudson Italia, the body of which was designed in Milan by Carrozzeria Touring in collaboration with Hudson designers. The car is a closed coupé on an 8ft 11in wheelbase and is powered by the 114 b.h.p. Hudson Jet engine. The design will, however, cope with the more powerful Hornet engine. Overall height is 10 inches lower than that of standard Hudson models and the new model has several special features, some good and some bordering on the frivolous.

Air scoops in the front wings above the head lamps cool the front brakes; at the rear, air intakes perform a similar service. Ease of ingress is assisted by carrying the doors 14 inches into the roof. Three chromium pipes on either side of the rear end appear to be exhausts, but in reality house rear, signal, and reversing lights.

Inside the car the chief feature is the thought that has gone into the production of the two individual seats, which are specially shaped to permit high speed cornering without movement, a safety belt assisting in this respect.

The Hudson Italia has a curved screen, which wraps round a quite extraordinary distance, and wire wheels, which are enjoying a renewed vogue in the United States of America.

Australian Marathon Continues

RETIREMENTS soon started to reduce the number of competitors in the marathon trial round Australia, organized by the Redex company. Some 200,000 people are estimated to have seen the start, the roadsides being packed with spectators for many miles as the cars were despatched at three-minute intervals. After four days, non-arrivals at controls had reached a total of nearly 30 cars, and 28 more lost marks.

Townsville was the last control on the fourth day, and the first arrival was an Austin A.40 driven over the 275 miles of the day's route at an average speed of about 50 m.p.h. by B. Gurdon. Second car in was an Austin A.30 driven by J. Brotherton. A Morris Minor had been leading the cavalcade until it crashed into a ditch near Sarina, but the car was straightened out and was first away on the fourth day's run.

A full 24 hours of rest was permitted at Townsville before what was expected to be the most exciting part of the trial, the 609 miles to Mount Isa.

Coachmakers' Master

OFFICERS for the following 12 months were appointed on September 1 at a court of the Worshipful Company of Coachmakers and Coach Harness Makers. The master is Mr. Roland E. Dangerfield, and the senior warden is Mr. Wilfrid J. Connolly. The renter warden and junior warden are, respectively, Group Captain F. C. V. Laws, C.B., C.B.E., and Colonel Reginald Rippon, J.P., T.D.

Competition Porsche

THERE is a possibility that the Le Mans Replica Porsche models will be on sale in this country through the British concessionaires, Colborne Garage, Ltd., of Ripley, Surrey. It will differ from the Le Mans cars in having twin overhead camshafts. A top speed of 145 to 150 m.p.h. is claimed. The price is expected to be high, partly, of course, because of import duty and purchase tax.

Le Mans Winner on Show

MANUFACTURERS are now completing their plans for the London Show, to be held at Earls Court next month. Jaguars will be unchanged, and the range on show will therefore be the Mark VII saloon and the XK120 two-seater in open, coupé and drop-head coupé form. The drop-head coupé will be displayed for the first time in this country. It was introduced first in New York, and up to the present it has been sold exclusively on the U.S. market.

An exhibit of particular interest will be the Type C competition two-seater which won the classic 24-hour race at Le Mans this year.

Towable Caravan

THE tendency towards caravans that are true touring models and can be easily towed is followed by the new Wessex model. It has a floor size of 9ft by 5ft, and is low built, the roof hinging up to provide 6ft 6in headroom at the rear of the van. There are two sprung mattresses, and an end kitchen with a stove and cupboards. The price, exclusive of the canopy extension, shown above, is £195 ex-works.

The body is of hardboard panels on a timber frame, and the chassis is all-steel; the specification includes 4.00 × 16in tyres, half-elliptic springs, overrun brakes, and a telescopic jack at each corner. The weight is approximately 6½ cwt.

The makers are Wessex Industries (Poole), Ltd., and the distributors are Montrose Caravan Distributors, Ltd., Stockport Road, Cheadle, Cheshire.

Oil in Sicily

DRILLING for oil is under way near Vittoria, in Southern Sicily, on a test well. Undertaking the work is the prospecting subsidiary of the Anglo Iranian Company, which has a concession area in that area.

The same company has also started further drilling for oil in the Nottingham area of England.

Part Exchange Nearer

SOME concern has been expressed by prominent members of car sales associations about the imminence of a return to the pre-war conditions in which new, popular cars were plentiful. Customers in those days stipulated as a condition of buying a new car that the firm concerned took the old car in part exchange at a good price. The dealer had to confine his profit to the new car sale, selling the old car perhaps even at a loss. If the old car was not of the type in which he dealt it had to be passed to another trader, and the customer often knew that he would have great difficulty in getting a good price himself for his old car in an ordinary sale.

Whatever the problems of those whose business it is to buy and sell cars, it certainly seems possible that a return to pre-war conditions is round the corner, despite the continued success of the industry's export drive.

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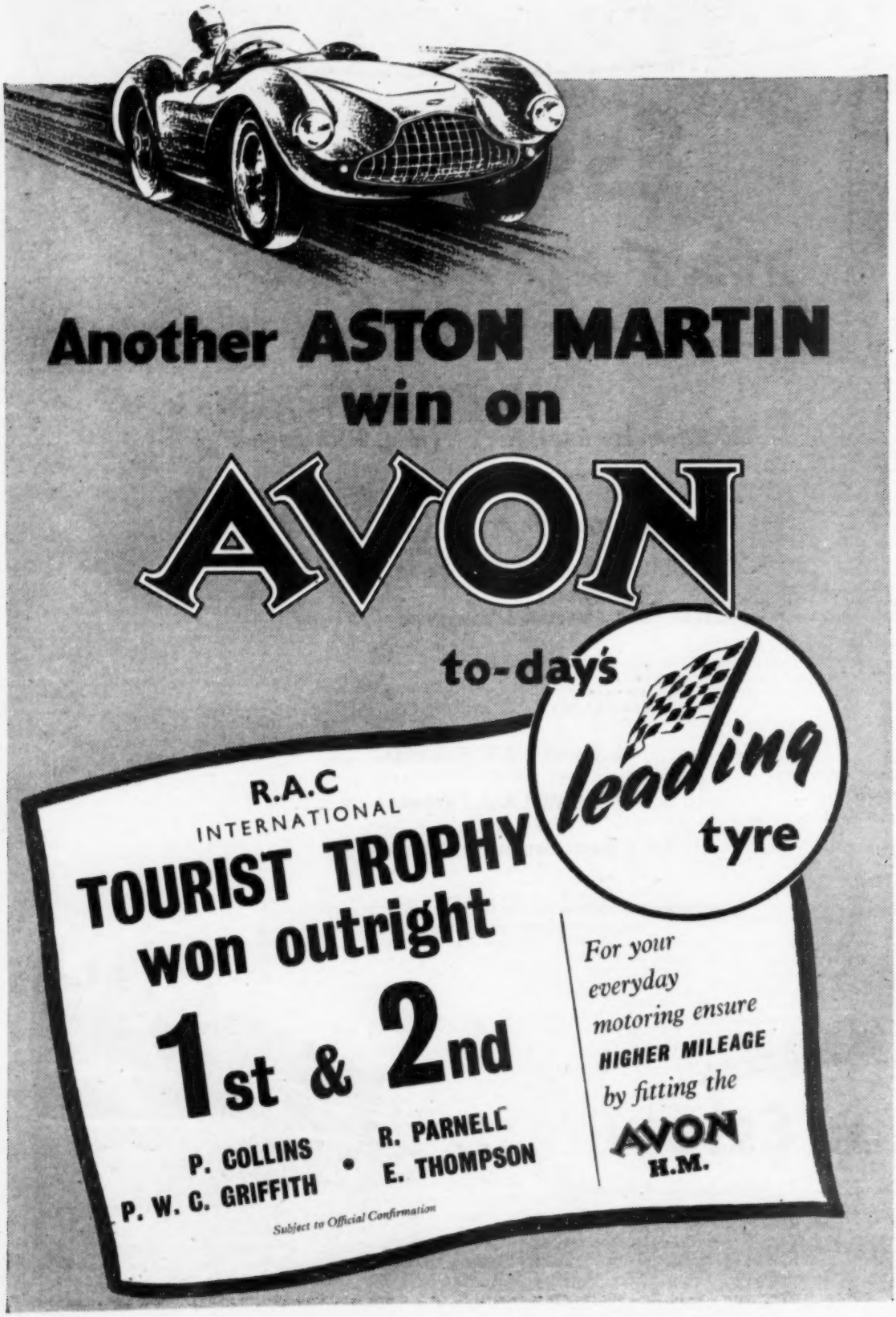
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Ludlow's church, mainly Perpendicular in period, towers above the Shropshire town. In it are to be found some beautifully carved stalls and old glass.

CORRESPONDENCE

OPINIONS EXPRESSED ON THESE PAGES ARE THOSE OF OUR CORRESPONDENTS, WITH WHICH "THE AUTOCAR" DOES NOT NECESSARILY AGREE. LETTERS INTENDED FOR PUBLICATION SHOULD BE ADDRESSED TO THE EDITOR, "THE AUTOCAR," DORSET HOUSE, STAMFORD STREET, LONDON, S.E.1.

STOPPING

Impossible to Generalize

[65140.]—Mr. G. Fletcher [65115] considers that the use of clutch and brake pedals simultaneously in an emergency stop is bad practice. I do not think you can generalize on this.

In an emergency stop from low speed with efficient brakes, there is hardly time to delay declutching, and I doubt if Catherine Stokes ("A Fair Test," *The Autocar*, August 14) was exceeding the limit on her driving test. In any case, I should imagine that the momentum of the flywheel and crankshaft would place an additional strain on the brakes, especially in older cars with little compression or bore friction.

In emergency stops from high speeds it is possible that this same momentum would help by preventing the locking of the rear wheels, and there would be an appreciable time before the engine threatened to stall.

Finally, I feel that where no gain in braking efficiency is to be derived from this practice, it cannot be advisable to subject engine and transmission to sudden braking shocks when the wheels and the flywheel are opposing one another violently via the half-shafts, differential and gear box.

London, N.8. DAVID R. KELSEY.

Use the Engine's Retarding Effect

[65141.]—I am in full agreement with Mr. G. Fletcher [65115] and his method of performing an emergency stop.

One has only to raise one's foot from the throttle pedal during normal driving to appreciate the braking effect that the engine can have. Should, however, the clutch pedal also be depressed at the same instant (thus disconnecting the engine from the road wheels) it will be apparent that the retarding effect is lost.

Although I realize that most driving schools teach their pupils to depress both clutch and brake pedals together to perform an emergency stop, I think it is clear from the above that Mr. Fletcher's is much the better method. There is, of course, some likelihood of stalling the engine but this is of little consequence when the object is to bring the car to rest as quickly as possible.

Leeds, Yorkshire. A. R. HURST.

REAR SUSPENSION

Has an Age-old Problem Been Solved ?

[65142.]—The description of the six-seater Panhard Dyna 54 in *The Autocar*, August 28, must be, to those interested in the development of light cars, of absorbing interest. The description of the car, however, seems to me incomplete as it omits any reference to one of its most remarkable features—the surprising comparison of the kerb-side weight with the fully laden, touring weight.

Kerb-side weight is given as 12 cwt 86 lb with full tank, spare wheel and tools; this is equal to 1,430 lb. Assuming that its full complement of six passengers is carried and that their average weight is 11 stone, this gives a load of 924 lb. Add to this, say, 100 lb of luggage between the six passengers, and a total load of 1,024 lb is carried. This gives a difference of only 400 lb between the total weight of the car and the load carried—a most remarkable figure and probably a record in automobile construction.

Assuming that the car rides well when fully loaded, and equally satisfactorily with only one or two passengers, the designers must have hit upon some secret of suspension that has hitherto baffled every maker of ultra-lightweight cars.

Every experienced motorist knows full well that many light cars are very comfortable with two up, but not by any means so easy to handle with four up and luggage in the locker. Yet the Panhard, judging by the drawing, has a long rear overhang and attention is drawn to its capacious luggage locker.

Having had some experience in France of the small Dyna, I do not doubt that the designers have solved the problem. But I feel that a detailed examination of the rear suspension, particularly in this new model, would prove of absorbing interest, not only to the undersigned but also to a great many motorists.

London, N.W.11. MAURICE SAMPSON.

CORRESPONDENCE . . . . . continued

AS OTHERS SEE US

British Roads and Cars Through American Eyes

[65143.]—I have recently had the opportunity of spending a few weeks motoring in Great Britain and on the Continent and I should like to make a few observations. On the basis of the comments made in *The Autocar* from time to time I expected to find British and Continental highways inadequate and in poor condition. I was quite pleasantly surprised to note that all the roads traversed were quite good with the exception of the cobbled highways encountered in Belgium. The surface of even the secondary roads in England was excellent. The courtesy extended by British lorry drivers and other British motorists surely is worthy of mention. The standardized system of traffic signs in use all through Europe should certainly be adopted in the U.S.A.

I was travelling in a 1949 Nash Ambassador (27 h.p.). Before the trip I was told that a big American car would be awkward and out of place on the highways abroad. There were few places where I was unable to travel as I desired and the car performed well under all conditions. After this trip I can more readily understand the reasons for the design and construction of British automobiles. They proved their ability to me, as I saw all makes and models pulling easily through some of the most severe gradients in the Alps.

By way of comment, I visited numerous London new car showrooms and became well acquainted with the British automobiles after many years' acquaintance with them in the pages of *The Autocar*. I was specially impressed by the fact that instrument panels are often designed for beauty and balance rather than for convenience. If a comprehensive set of instruments were universally to be fitted and located directly in front of the driving position I feel that some Americans would be more influenced toward the purchase of British cars.

Maryland, U.S.A. CHARLES C. WELLS.

ALLEGIANCE

Find the Satisfactory Garage and Patronize It

[65144.]—Having read the very pertinent letters from Mr. R. B. Niven [65039] and Mr. Brian Redgrove [65084] concerning the real problem which exists today in finding a repair garage suitable for the ordinary owner-driver, perhaps I may be forgiven for passing a little unbiased comment.

As a structural engineer, I am frequently required to work in all types of garage workshop, and it has become so abundantly clear that the average standard of mechanic's ability and interest is below the level at which the resultant work on my car can be tolerated, that all necessary routine and repair work was for some years undertaken on my own premises.

About eighteen months ago, however, I happened to witness the functioning of a West London garage, and was so favourably impressed that I arranged privately for a vehicle to be repaired there, particular note being made of the finished job. Since then the same firm has undertaken a considerable volume of work, both for me and on my recommendation, giving complete satisfaction.

From the foregoing, I would submit that even this one example suffices to prove that an efficient and competent management staff, working as a team, are capable of turning out uniformly good work at a price below the existing average (where comparison is possible), still leaving a financial margin for the occasional job which unavoidably comes back. And this in spite of the general difficulties to be faced by the trade in the shape of customers who feel that the answers to sticky problems should always be immediately self-evident, and those who feel the garage is either dodging or making work.

It proves, too, that the sole weapon in the hands of the customer is, as always, to patronize staunchly and advocate the first establishment which diligent search and investigation show to be worth while. ENGINEER.

Hounslow, Middlesex.

PRESS ON

An Insistent Coach Driver

[65145.]—Although one often hears praise for the drivers of the "heavies" and the long-distance coaches, I must agree with Mr. Ray T. McGaw [65110] that they are not always the most considerate and courteous drivers. I had an experience similar to his in Huntingdon not long ago. As I began to pass a line of parked cars, facing me on my right side and extending for some 150 yards, an approaching long-distance coach drew out, with flickering head lights. We met when I had passed the half-way mark, and we perforce stopped nose to nose. There was some discussion on the rights and wrongs of the case and I finally called a policeman. At the officer's request, and under his guidance, I had finally to back almost a hundred yards "to avoid unpleasantness" and to allow the triumphant coach driver to continue. By this time there were other cars behind me and perhaps six or seven of us were involved in the retreat.

As with Mr. McGaw, it seemed to be suggested that the coach driver, by flashing his head lights in daylight, had warned me to take evasive action since he was coming through and that was that. I was particularly hurt by the action of the constable, but felt that I had asked for his intervention and therefore must accept his ruling.

On recent long drives I have noticed that my large Allard gets much more courteous treatment from all road users, and in particular from the "heavies," than my wife's small Austin A.30. The little car is often almost forced off the road by inconsiderate driving, whereas the big one is usually allowed its rights.

C. E. FRISKNEY, M.B., Ch.B.(Edin.).

Spilsbury, Lincolnshire.

COMPETITION

What Is Britain Doing About It?

[65146.]—I have just returned from a motoring holiday on the Continent and, as one who has a professional interest in the design of motor vehicles, I find that, in addition to the very pleasant memories of the trip, I have returned with some disturbing thoughts.

Except for those of visitors, the number of British cars seen in the three countries visited was very small and, in fact, the car population seemed to consist of Citroens, Renaults and Volkswagens, together with Vespa and Lambretta motor cycles. Viewed from British standards, all these vehicles are unorthodox, and in *The Autocar* of August 28 are particulars of another such vehicle—the Panhard Dyna 54.

Have our foreign competitors taken a leaf out of the book of our aircraft designers, who forsook the orthodox design to build the Comet? A disturbing thought! If this is so, what are we doing about it?

I should like to conclude with a few impressions of the trip: following a Morris Minor, with Belgian registration, being driven at over 60 m.p.h. for several miles: the obvious superiority of front "winkers" over traffic indicators to signal the intentions of an approaching vehicle: the lack of "hand-wagging" even in big cities; and, finally, England is a land of second-hand cars.

Bexleyheath, Kent. L. S. HYMAN.

[Our correspondent may have overlooked that, in some Continental countries, no agreement to import British cars in quantity exists.—ED.]

LUBRICATION

Additives Have Come to Stay

[65147.]—I was most interested to read your editorial "And a Pint of . . . ?" (*The Autocar*, August 14), more especially because I am attached to the staff of a leading manufacturer of oil additives and upper-cylinder lubricants.

I sincerely hope your readers will study what you have said, it is both simple and down to earth, and should do much to clarify a somewhat complex situation. The product of my company, although termed an oil additive, is a lubricant in its own right and, in fact, most of the company's vehicles operate on it entirely with astounding results in economy, engine life, easy starting and internal cleanliness.

With the advent of low-viscosity lubrication (S.A.E.5 and 10 W and Q 5,500) it must be increasingly obvious that thick oils are a fallacy and that the real test of a good lubricant is its film strength at high bearing loads and temperatures, rather than its viscosity. This is further supported by the half-litre aspirants who are rapidly turning to mineral oils of S.A.E. 40 and are much less certain of the properties of castor-based oils than they were years ago.

I would agree that a castor oil is probably the finest lubricant obtainable, but the attendant gumming, carbon, sludge formation and sulphur content are surely not worth this single attribute, when a good mineral oil will provide all that is necessary, except perhaps, the very desirable *effluvium*?

Detergency has been carried too far; an over-active detergent oil should never be put into an old engine, neither should it be

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Car-Plate gives a bright and hard surface, and because Car-Plate is a *wax* it is *a surface on a surface*. Water and dirt just can't penetrate it. Car-Plate is unfailing protection against sun, rain and grime.

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Car-Plate contains no abrasives whatsoever—it is a wax and not a cleaner and its job is to shine and protect. That is why Car-Plate must be applied to a thoroughly clean car. Ordinary washing is not enough to remove oil, grease, dead paint, etc., so make sure "clean" is *super-clean*. For this there is nothing to beat Johnson's Carnu—it's quick, thorough and absolutely safe. It's excellent too for chrome and glass.

Once waxed with Car-Plate your car stays clean—stays protected. Just an occasional wash and wipe restores the diamond shine. Try Car-Plate on a Carnu-cleaned car today for the quickest, brightest shine.

Your money back if not completely satisfied.

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Just wipe off any surface dirt or dust from your Car-Plated car and see how the raindrops 'bead up' on the clean waxed surface. Water cannot soak into the finish to do its hazing, dulling work. If water 'spreads' on your car's finish, you know it needs a Car-Plate waxing.

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CORRESPONDENCE . . . . . continued

put into a good engine which has covered a fair mileage without first of all flushing out the entire system. Nowadays, of course, most new cars start their life with a detergent oil, which is a different kettle of fish, and it is true to say that the oil chemist has given us a property of some magnitude when it is correctly controlled and sensibly employed.

Your excellent leader mentions oil breakdown, coupled with low viscosity, and the reduction of frictional heat. In most cases these properties are poles apart, but in the case of our own product they go hand in glove and for these reasons.

1. The oil additive is of low viscosity (S.A.E. 10) and, therefore, provides: Easy starting, rapid circulation from cold, reduction of frictional heat and, therefore, wear and, finally, economy.

2. It contains a detergent which provides internal cleanliness. As a flushing agent it removes carbon and sludge and prepares an engine to receive a detergent oil. It keeps piston rings free, restores compression and, therefore, increases power.

3. A liquid wax, entirely non-gumming, provides lubrication where normal oils break down or thin dangerously at high temperatures. Experiments have shown that an oil which includes our additive has a much flatter viscosity curve. Temperatures of both oil and coolant are considerably reduced. An anti-oxidant is included which inhibits carbon and sludge and, finally, a stabilizer which resists corrosion is also provided.

To revert once again to viscosity, it is plain that the owner who uses a heavy oil because his engine is worn is barking up the wrong tree because the increased friction and drag raise the operating temperature, thinning the oil to a viscosity which he should have used anyway, and he is back where he started. Added to which, he has burdened himself with difficult starting, slower circulation from cold, and, therefore, increased wear.

W. J. HOLLOWAY, M.I.M.I., A.M.I.B.A.Eng.

London, W.3.

Experiences with Farm Machinery

[65148.]—Articles about chemically inhibited lubricating oil tend to emphasize the viscosity of the oil more than the nature and purpose of the chemical contained in the lubricant. This is misleading; it would be just as illogical for a person with a headache to speculate on the digestibility and healing property of the chalk with which the acetyl salicylic acid is mixed in an aspirin tablet. It cannot be emphasized too strongly that oil and chalk are included with their respective chemicals to carry the latter to the seat of trouble—oil to the bearings of the engine, chalk to the stomach of the sufferer.

A low viscosity or "thin" oil is preferred because it has less internal friction, dissipates heat more quickly and has fewer impurities to be deposited as carbon and sludge.

For the last eighteen months I have used a chemically inhibited, low viscosity oil (S.A.E.5) in the engines, gear boxes and axles of nearly all my machines on this 1,000-acre farm and am therefore in a position to pass an opinion on this grade of lubricant. My car has done 29,800 miles and shows no sign that it needs to be decarbonized. Two combine harvesters powered by six-cylinder Newage Austin engines (converted to kerosene) are running flat out all day in hot and dusty conditions; they appear to be in good order. Four of the diesel tractor's pumps have been recalibrated to give a reduced fuel supply of 1.5 c.c. for each 200 revolutions. This represents a fuel saving of 7 per cent and, of course, a similar power loss, but as the increase in power when changing from standard to chemically inhibited oil is more than 7 per cent, it is possible to cut down on fuel.

It has also been possible to use smaller starter batteries, and as farm conditions are hard on batteries, this represents a useful saving. The period between engine oil changes has been lengthened without any ill-effect from 50 hours with a standard grade of oil to 200 hours with a chemically inhibited oil.

Riddlesworth, Norfolk. R. A. CLEGG.

ROAD SAFETY

Cry Should be for Better Roads

[65149.]—Congratulations on your leading article ("Midsummer Catharsis," *The Autocar*, August 7); it is high time that the hysterical rubbish talked and written in high places on the subject of road safety was brought before the motoring public. Dangerous driving is not all that easy to prove; it requires a very experienced person to decide what is and what is not dangerous.

The Archbishop's ideas could only lead to an abuse of fair play and justice. As to your question why these high officers of the church consider it relevant for them to pronounce on any and all matters, there is an old saying "Empty vessels make most noise." Let those who wish to shout their views on road safety, a serious problem we all recognize, campaign for a better road system.

Whilst on this subject why is it that nobody has so far pointed out that the largest percentage of road accidents occurs at twenty miles per hour and under? CLIVE EDWARDS, Bart.

Bicester, Oxfordshire.

CONVERSION

Entry for Invalid Chair Required

[65150.]—My wife cannot go out except in an invalid chair, and I am wondering if any of your readers have knowledge of a car which has been adapted to take such a chair, bearing in mind the fact that the patient cannot be taken out of the chair to enter the car. In other words, the chair must be wheeled into the car with the patient sitting therein. H. O. LEIGHTON.

Farnham, Surrey.

[Information will be forwarded.—ED.]

TD M.G.

Brake and Clutch Pedal Extensions

[65151.]—My wife, though she is not particularly short, finds that her feet do not comfortably reach the clutch and brake pedals of our Series TD M.G. Midget. Can any of your readers say if it is possible to have a pair of blocks made to fit on to the pedals, thus making the difference of that vital inch or so? There must be many owners whose wives are handicapped in this way, and the manufacturers are not able to help me. M. DE HAVILLAND GERAGHTY.

Glasgow.

ADVICE

Double the Lubrication Factors

[65152.]—As a result of having studied the causes of failures in motor races since the war, may I be so bold as to make a suggestion to the designers of racing engines for the new formula?

Design your lubrication system as you think fit with appropriate rate of flow, strength of pipe, and so on, and then double all your figures and safety factors.

The amount of lubrication trouble in racing, caused by both starvation and pipe failure, is surely out of proportion to possible losses caused by the increase in weight involved in improving the whole system. M. WOOD-ROBINSON.

Crawley, Sussex.

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A KILOMETRE IN THE SUNSHINE

E. Lloyd-Jones Makes F.T.D. at Brighton with his Triangle Flying Saucer

As if to make amends for his behaviour the previous week-end at Silverstone, when most of the competitors in the relay race were awash, the Clerk of the Weather produced Mediterranean conditions at Brighton last Saturday.

Approaching the paddock area, through the town, the bright blue sky, gaily coloured frocks, racing cars on tow and on trailers gave one the impression of attending a Continental meeting.

There was a very large entry consisting of nearly 230 sports and racing cars, with the usual number of specials, amongst which F. M. Wilcox's "Swandean Spitfire Special" caused quite a sensation. This massive piece of machinery is powered by a forward-mounted blown Merlin engine of 27 litres, which drives through an A.E.C. pre-selector gear box to all four wheels, suspension being by coil springs and the steering lock appearing to be almost non-existent!

In Class 1, which was a handicap event for members of the organizing club, G. D. Parker with his supercharged Jaguara clocked fastest time with 27.61 sec, while Forrest Lycett with his 8-litre Bentley thundered down the course to the time of exactly 30.00 sec.

Class 2, for sports cars up to 1,100 c.c., proved a good thing for R. Watling-Greenwood, who, by turning in a time of 34.89 sec, took the class record from the holder—G. E. Phillips with his M.G.

By now the railings overlooking the course were thick with spectators, while the gaps in the canvas screens cutting off the paddock from the beach were full of the faces of small boys, who were quickly chased away by the white-helmeted police, but who as quickly appeared again, all rather like a Grimes cartoon.

There was no delay in getting competitors to the starting line and after C. M. Clairmonte with his Lea-Francis-engined Clairmonte had settled the other entrants in Class 3 for sports cars up to 1,500 c.c. with a time of 32.89, leaving Harry Lester with his Lester-M.G. still holding the class record, a covey of Frazer-Nashes started lining up for Class 4.

Wyatt led Copeland off the line and went up the course leaving a cloud of smoke, to collect 29.20 sec, which gave him the class record by the narrow margin of 0.87 sec. F. E. Jarvis with a Silverstone Healey drew away from Longton in another Healey which had a non-standard body. The Le Mans Replica 'Nash of Mostyn looked very smart in its silver and maroon and mounted a plaque saying that it holds the Class E 200-mile record at Montlhéry at a speed of 120.16 m.p.h.

There was a large entry for Class 5, for sports cars over 2½ litres, the pack of XK120s being dominated by E. W. Holt's Type C, which Peter Waring, driving his Talbot-Lago, just beat by 0.26 sec. J. A. Andrews had a very neat body on his rear-engined special, while Peter Cavanagh caused a bit of excitement when he reversed into Holt's Jaguar. J. G. S. Sears in his XK120 ran with the hood and side curtains up, and the big yellow Allard of P. Woozley seemed to be beaming in the sunshine at the thought of a run on a dry road after its gyrations at the recent Silverstone water gala.

N. Dewis, driving Berry's Jaguar, clocked 29.7 sec on his second run, to make third fastest time, while Margulies in his Delahaye seemed to be followed down the course by a ghostly shape which resembled a Talbot!

While people were going towards Black Rock as fast as they could, all kinds of things were going on in the paddock. Larrinaga's Allard had a sick rear axle, the Swandean special engaged all gears at once, Hardy with his blown Riley-engined special was worried with clutch slip and amongst all the noise and heat the famous 5-litre Bugatti, "Black Bess," just waited in its usual immaculate condition.

Classes 6 and 7 ran together and again Parker with the Jaguara headed the list, beating his previous time in Class 1 by half a second.

Then came the Bentley Drivers' Club entrants on their second run, with O. A. Batten driving the 8-litre saloon which used to belong to "W.O." As was expected, Forrest Lycett left the line as though pulled by a giant from the finishing line, to vanish in the distance with a roar. Bowring, in the green blown 4½ tourer, was by contrast slow off the mark.

After lunch, the racing car classes were started by the 500s and even the fish in the aquarium dived a little deeper as the single-cylinder J.A.P.s and double-knocker Nortons revved up.

Raby and Coulson started off, both in Coopers, with Coulson pulling away after about 50 yards. Some slight delay was caused by May, who made two false starts and then Lewis-Evans came on the line in Francis Beart's Cooper and had things all his own way, running by himself to clock 30.92 but not quick enough to take the class record from Richards with his J.B.S.

One Amongst Many

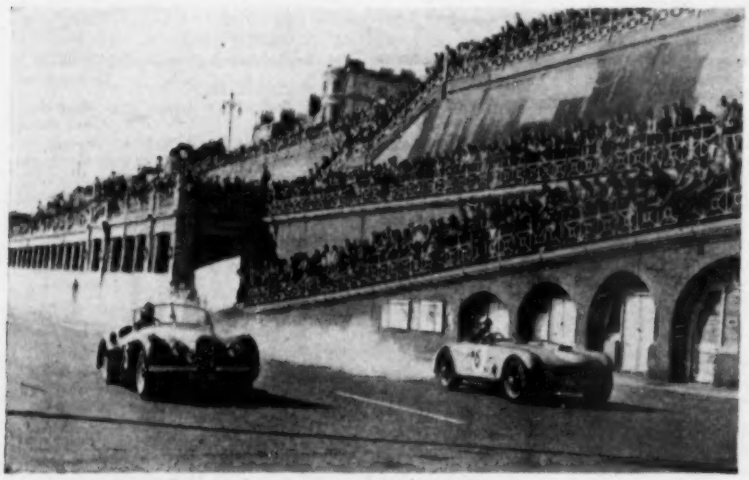
Then came the 1,100 c.c. racing car class, in which was Hulbert's white blown 750 Austin, looking almost high amongst the Coopers. Squadron-Leader Sowrey gave the impression of being very fast and steady, which was confirmed when it was announced he had broken the class record.

By now the start line was becoming very slippery with rubber and odd spots of oil and drivers were having to be careful not to lose time with wheelspin. Amongst the 1,500 c.c. class was the ex-Seaman Delage driven by Rob Walker, and he went down the course side by side with James in the Maserati, but the Italian car pulled away to record 27.32 sec. Thomas did well with his E.R.A. to make fastest time in this class with his second run in 26.63 sec.

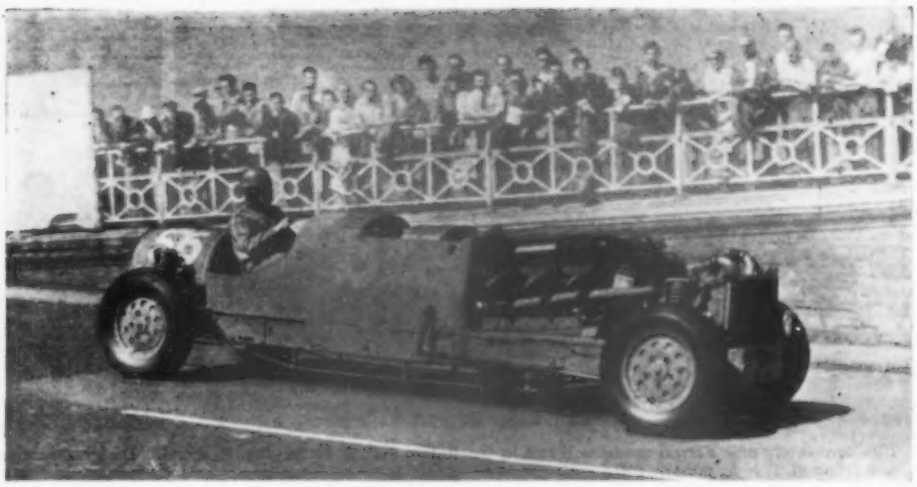
Now came the 2-litre class with Thomas entered again and D. Wilkinson driving Peter Walker's Cooper-E.R.A. The Emeryson Aston did not appear and although Sir Clive Edwards tried hard with the single-seater H.R.G. he was rather outclassed by the E.R.A.s and Connaughts.

The start of the unlimited class made spectators take risks peering over the railings in the hope of seeing Wilcox in his huge special, but after a run for the benefit of the stewards it was evident the car was not right. However, Lloyd-Jones made up for all this and having one run only (to the disappointment of the spectators) took 24.35 sec, the rear-engined Triangle Flying Saucer looking very steady as it fairly shot down the sea front.

Symondson's blown twin-cam 4-litre Sunbeam seemed to be suffering from ignition trouble and although his second run was the faster of the two, all was not well with this fine old machine.



Mrs. Sargtnson, winner of the ladies prize, leaves the starting line in Woozley's big Allard, in company with Miss Tremlett in a Jaguar.



F. M. Wilcox on board the "Swandean Spitfire Special" starts one of his practice runs.

After an interval while the motor cycles had a run, the Vintage racing cars had their turn and Goddard in the 1906 10-litre Cottin et Desgouttes with its enormous copper fuel tank and chain drive lined up with Hardy's little special. The latter shed a chain on his second run, but as he was using the Riley gear box as well as the G.N. transmission he was not very worried! Wilcox determined to have a run in spite of the trouble with his special and was in a very elevated position in an Edwardian Talbot, while Stubberfield found he was in neutral when the green light gave him the "off."

Class 16, for lady drivers, was dominated by Mrs. Sarginson in Wodzley's Allard, but Mrs. Richmond was not far behind in the nice blown Rapier. Miss Betty Haig, who made a very neat start, was driving the Austin-Healey Hundred which ran so consistently in the nine-hour race at Goodwood.

So, after a perfect day in all respects, came the end of another year's well-conducted event.

PROVISIONAL RESULTS

F.T.D. Triangle Flying Saucer, 21,000 c.c. (E. Lloyd-Jones), 24.35 sec.
2nd F.T.D. E.R.A. 1,496 c.c. (V. Thomas), 26.65 sec.
Fastest B. and H.M.C. Member. Jaguars 3,442 c.c. (G. D. Parker), 26.88 sec.
Fastest Lady Driver. Allard, 5,420 c.c. (Mrs. Sarginson), 30.22 sec.
B. & H.M.C. Members' Handicap. Unlimited.
1. Austin-Healey 2,660 c.c. (K. Rudd), 31.77 sec.
2. Healey 2,443 c.c. (D. Hely), 34.45 sec.
Sports Cars. Up to 1,100 c.c.
1. R.W.G., 1,098 c.c. (R. Watling-Greenwood), 34.89 sec.
2. Cooper-Riley, 1,089 c.c. (F/Lt. W. F. Morice), 35.75 sec.
Sports Cars. Up to 1,500 c.c.
1. Clairmonte, 1,496 c.c. (C. M. Clairmonte), 32.69 sec.
2. Porsche, 1,488 c.c. (Capt. W. H. Bledsoe), 34.21 sec.
Sports Cars. Up to 2,500 c.c.
1. Frazer-Nash, 1,971 c.c. (B. Wyatt), 29.20 sec.
2. Frazer-Nash, 1,971 c.c. (D. Hely), 30.90 sec.
Sports Cars. Over 2,500 c.c.
1. Talbot Lago, 4,482 c.c. (P. Waring), 29.33 sec.
2. Jaguar, 3,442 c.c. (E. W. Holt), 29.59 sec.
Supercharged Sports Cars. Up to 2,000 c.c.
1. M.G., 1,455 c.c. (M. Potter-Moore), 32.95 sec.
2. M.G., 1,287 c.c. (D. W. Davis), 34.08 sec.
Supercharged Sports Cars. Unlimited.
1. Jaguars, 3,442 c.c. (G. D. Parker), 26.88 sec.
2. Jaguette, 2,664 c.c. (W. Coleman), 29.00 sec.
Bentley Drivers' Club Class. Unlimited.
1. Bentley, 7,980 c.c. (F. Lycett), 29.66 sec.
2. Bentley, 4,398 c.c. (J. A. Williamson), 31.44 sec.
Racing Cars. Up to 500 c.c.
1. Cooper, 499 c.c. (S. Lewis-Evans), 30.92 sec.
2. Cooper, 497 c.c. (C. A. N. May), 32.22 sec.
Racing Cars. Up to 1,100 c.c.
1. Cooper, 996 c.c. (Sqn. Ldr. F. Sowrey), 27.54 sec.
2. Austin s, 747 c.c. (G. F. Hulbert), 29.05 sec.
Racing Cars. Up to 1,500 c.c.
1. E.R.A. s, 1,496 c.c. (V. Thomas), 26.63 sec.
2. E.R.A. s, 1,488 c.c. (D. Wilkinson), 27.20 sec.
Racing Cars. Up to 2,000 c.c.
1. E.R.A. s, 1,496 c.c. (V. Thomas), 26.99 sec.
2. E.R.A. s, 1,488 c.c. (J. Williamson), 27.53 sec.
Racing Cars. Unlimited.
1. Triangle Flying Saucer, 21,000 c.c. (E. Lloyd-Jones), 24.35 sec.
2. Connaught, 1,960 c.c. (R. R. C. Walker), 27.16 sec.
Vintage Racing Cars, Unlimited
1. Sunbeam s, 3,978 c.c. (S. J. Smith), 28.00 sec.
2. Bugatti s, 2,261 c.c. (P. J. Stubberfield), 28.40 sec.
Racing and Sports Cars. Unlimited. Lady Drivers Only.
1. Allard, 5,420 c.c. (Mrs. Sarginson), 30.22 sec.
2. Rapier s, 1,094 c.c. (Mrs. V. R. Richmond), 30.61 sec.

SUNSHINE for SUNBAC

ENJOYABLE FIFTH SILVERSTONE MEETING

PERFECT weather and good organization combined to make the fifth Sunbac meeting at Silverstone last Saturday a most enjoyable event for spectators and competitors alike—particularly those who had endured the steady downpour which drenched the Seven-Fifty M.C. meeting a week previously.

Of the seven events for sports cars and 500 c.c. racing cars on the club circuit, the main race was an all-comers handicap of six laps run off in three heats. It was the last race of the day and earlier events had helped to reduce the number of entrants from 51 to 36 so that the heats needed only to eliminate 16 cars to decide the 20 finalists. Mechanical failures accounted for six of them, but the heat times were used to work out a fair handicap for the start of the six-lap final. So well was this done that the entire field converged on Woodcote at the end of the six laps. Three cars became entangled and those who narrowly missed the mêlée crossed the line with half a second between them.

First was A. A. D. Underwood in his 1,087 c.c. Riley closely followed by D. R. Lord in an H.R.G. and B. Baxter in the 2-litre Bristol-engined L.M.C. Both first and second had started over two minutes ahead of the scratch men—D. Parker in a 498 c.c. Kieft-Norton, and D. C. Truman in an XK120-Jaguar. They were fast coming through the field and in another half-lap would have been well out in front. As it was, Baxter, who had 1½ minute handicap, managed to keep just ahead of them whilst going through the remainder of the field to take third place. J. Russell in a 500 c.c. Cooper had started just ahead of the two scratch cars and was going well until his engine broke down on the last lap.

The fourth man home was J. S. French in an undisguised 747 c.c. Austin. He had already put up a very creditable performance in the event for 750 c.c. cars. By consistent driving he had finished first, ahead of several more streamlined and specialized versions of the same model. Two cars in this event chose Woodcote corner to misbehave, the rear left-side wheel was thrown by the Austin of P. A. Cross and on his fourth lap R. F. Salthouse, also in an Austin, spun round twice.

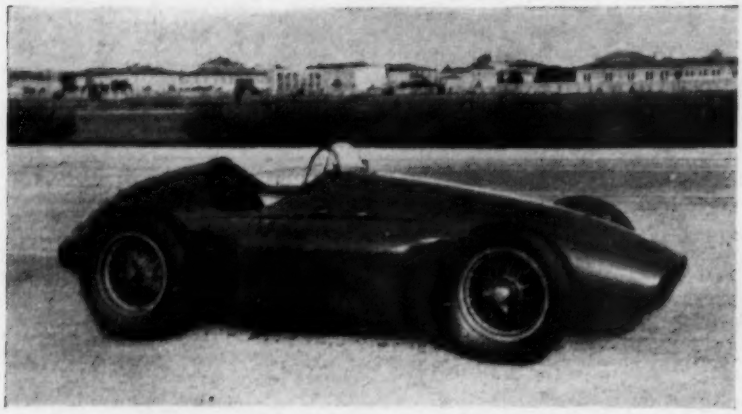
The race for Jaguar cars was uneventful, J. B. Swift finishing well ahead of D. C. Truman, who had been on his tail until the last lap when Truman lost several seconds by running off the course on the far side. These two drivers had already finished in the same order in the first event of the day, but on that occasion there was just one second between them.

Interest was added to the event for cars under 1,500 c.c. by the first appearance of a new Jack Newton special, known as the Killeen. It is a very handsome two-seater built on stressed-skin chassisless principles and is powered by the 1,250 c.c. M.G. engine. Although not gaining a place it went very consistently and should perform well after more experience with it.

In the 500 c.c. car race the result was a considerable surprise. The winners of two separate ten-lap heats recorded exactly the same times of 13 minutes 2 seconds to tie for first place.

Results

Sports Cars: Over 1,500 c.c.: 1, Jaguar (J. B. Swift), 74.95 m.p.h.; 2, Jaguar (D. C. Truman); 3, Jaguar (D. O'M. Taylor). **Under 1,500 c.c.:** 1, M. G. (P. D. Gammon), 67.49 m.p.h.; 2, Lotus (A. C. B. Chapman); 3, Porteous (H. Porteous). **Unsupercharged Ford Ten Engined Cars:** 1, Lotus (A. C. B. Chapman), 65.01 m.p.h.; 2, Lotus (N. S. D. Allen); 3, Nimrod (A. L. Evans). **750 c.c. Cars:** Austin (J. S. French), 60 m.p.h.; 2, Austin (J. W. Whitehouse); 3, Austin (R. H. Grimsley). **Jaguar Cars:** 1, J. B. Swift, 74.27 m.p.h.; 2, D. C. Truman; 3, D. O'M. Taylor. **Racing Cars: 500 c.c.:** 1, Tie between Kieft-Norton (D. Parker) and Leston Special (L. Leston), 74.02 m.p.h.; 2, Martin-Headland (C. D. Headland); 3, Cooper (R. D. Bliss). **Allcomers' Handicap:** 1, Riley (A. A. D. Underwood) 58.15 m.p.h.; 2, H. R. G. (D. R. Lord); 3, L. M. C. (B. Baxter).



This completely new Ferrari model will run in the Italian G.P. at Monza this weekend. Designed as a prototype for next year's new formula, it is at present fitted with the latest 1953 2-litre four-cylinder engine; its subsequent fate hangs very much in the balance as a result of the recently announced Ferrari decision to suspend works participation in racing after this event.

THE SPORT . . . . . By J. A. Cooper

THE situation in the world sports car championship is now extremely interesting, for—as will be seen from the table published on page 327—Jaguars now lead with one point advantage over Ferraris. Now there is only one race left in the series counting towards this championship: the Carrera Panamericana, the trans-Mexican road race. This, then, will decide the issue; either Ferrari or Jaguar is certain of the winning position, for no other marque is in a position to pass them even with a win in Mexico. Ferrari has announced that his firm will take part in no more international races after this weekend's Italian Grand Prix; Jaguars have not yet made public any decision as to whether or not works entries will go to Mexico. If the issue is left in the hands of private entries, the Italian firm is probably in the better position, for there are certain to be several very fast privately entered Ferraris in the hands of both Italian and South American drivers in the Mexican race; a Ferrari in first place, or in second place if the winner were not Jaguar-mounted, would thus ensure that the championship would go to Italy no matter where a Jaguar finished.

It is to be hoped, for the prestige of this country, that the Coventry firm will be able to see its way clear to entering a works team in this event, especially as it carries great weight in publicity over the whole American continent, probably only exceeded by the incomparable Le Mans classic. In fact, I think that it would pay dividends for them to enter two teams, of three XK120C and three Mark VII models, for the production car class is also of great prestige value and the relative increase in expense would not be proportionately great. They have enough drivers, for only one driver is required per car, a mechanic occupying the passenger's seat. What about it, Mr. Lyons?

THIS morning the 340 competitors in the London M.C. London Rally set off on their trek from London, Leeds or Birmingham over to Wales and the tricky map-reading and navigation sections, thence to return tomorrow to the finish at the Aerodrome Hotel, Croydon, in the afternoon. This should, as has been the case in previous years, be an excellent and difficult event, the winner of which will deserve his success. Many well-known names appear in the entry list, the length of which alone is immensely impressive. Tomorrow there are two race meetings; the Aston Martin O.C. Autumn Snetterton meeting has attracted 127 entries, of which 23 are in the formula 3 race. Such drivers as the Whiteheads, Abecassis, Flockhart, Eric Thompson and so on are engaged in the formula 2 event, while the sports car races are also very well supported. Snetterton is near Thetford, in Norfolk; first race 11.30 a.m. The second meeting is the B.A.R.C. members' sports car race meeting at Goodwood; admission to members and friends only, first race 2 p.m., more than 80 entries received.

On Sunday the Italian G.P. takes place at Monza; apart from the Ferrari-Maserati struggle, the entries include those of Hans Stuck (A.F.M.-Bristol), Wharton (Cooper-Bristol), Moss (Cooper-Alta), the Connaughts of Salvadori, Coombs, McAlpine and Claes, and the H.W.M. team—drivers Collins, Macklin and Fitch. Meanwhile the Tour de France is well under way, finishing at Nice this weekend. Life gets crowded.

VISITORS to the paddock at Silverstone, are now able to see the Pat Fairfield Memorial. For many years this has been standing in the derelict Donington circuit, where it was originally installed. It is good to have it back again amidst the bustle of motor racing—its rightful home.

THE Monte Carlo Rally British Competitors' Club is trying out a scheme, which the committee hopes will benefit members of the club in next year's Monte. It is proposing that some members should join forces, and take one or two cars over the difficult, and critical, Col de Lecques section of the course for practice runs. The expenses of such a journey

COMING SHORTLY

SEPTEMBER 11-12.—London M.C. London Rally, starting from Croydon, Leeds and Birmingham, 10 a.m.
12.—Aston Martin O.C. Autumn race meeting, Snetterton, near Thetford, Norfolk, 11.30 a.m.
12.—Irish Motor Racing Club. Wakefield Trophy race, Curragh circuit, Co. Kildare, Ireland, 3.45 p.m.
12.—Mercedes-Benz Club. Social rally, Kings Arms Hotel, Hampton Court, Middlesex, 6.30 p.m.
13.—Italian Grand Prix, Monza, Italy.
13.—Chester M.C. Inter-club driving competition Poulton airfield, 2 p.m.
13.—Sheffield and Hallamshire M.C. Autumn sprint meeting, Bircotes airfield, near Bawtry, Nottinghamshire, 12 noon.
13.—Ilkley and D.M.C. Sporting trial, Kilnsey, Yorkshire, 12 noon.
13.—Taunton M.C. Closed trial, White Hart Hotel, Wiveliscombe, Somerset, 2 p.m.
13.—Vintage S.C.C. (Midland Region). Madresfield Rally for Vintage and Edwardian cars.
13.—Southern Jowett C.C. September Rally, Halstead, Essex, 10 a.m.
13-14.—International Torch Rally, Bayeux to Eindhoven, Holland.
16.—Singer O.C. Talk by Lt.-Colonel F. S. Barres, Ashtons Hotel, Praed Street, London, W.2, 8 p.m.
18-19.—Midland A.C. *The Birmingham Post* Motor Rally, Civic Centre, Birmingham, 10 p.m.
19.—Half-Litre C.C. Race meeting, Crystal Palace Circuit, London.
19.—Peterborough M.C. Race meeting, Silverstone, Northamptonshire.
19.—Tunbridge Wells M.C. Tunbridge Wells rally and *concours*.
19-20.—Mid-Surrey A.C. "200" Rally, starting Brighton, Gosport and Ewell, 5 p.m.
20.—Modena Grand Prix, Italy.
20.—Bugatti O.C. Speed hill-climb, Prescott, near Cheltenham, Gloucestershire, 11 a.m.
20.—Sunbeam Register. Driving test meeting, Royal Military Academy, Sandhurst, Berkshire.
20.—Liverpool M.C. Horsman Trophy driving competition.
20.—Winfield J.C. Closed invitation race meeting, Charterhall circuit, Berwickshire, 1.30 p.m.
20.—West Essex C.C. Essex Rally, Royal Oak Hotel, High Beech, Essex, 8.30 a.m.

would, of course, be shared by the participants. This event is becoming more and more a game for specialists. It is easy for the French and Italian teams to practise, with the Alps on their front doorstep, but nevertheless before the event this year there was a veritable pilgrimage of intending competitors from this country to reconnoitre the course. Members who would like to take part in the above scheme should apply to Major Raymond Gough, before September 30, at 2, Malcolm Court, 38, The Avenue, Branksome Park, Bournemouth.

THE final Goodwood of the season will be run on Saturday, September 26. Regulations and entry forms are now available from the British Automobile Racing Club, 55, Park Lane, London, W.1. The Goodwood Trophy race, for *formule libre* racing cars, is the main event of the day; the entry of the B.R.M.s and the Thin Wall Spl Ferrari is expected. It is hoped, also, to attract some Continental opposition. There will be a formula 2 race and other scratch and handicap events. The programme starts at 2 p.m. Tickets for the public enclosures cost 6s each; grandstand reservations are available from the B.A.R.C. at £1 7s per seat.

MOTOR racing in the Union of South Africa is still very much a pioneer movement. It is the chosen sport of a comparatively few lively enthusiasts, who must fight to have a race meeting run for them at all, to say nothing of the difficulty of buying in that part of the world efficient spare parts to keep body and wheels together. Yet, on August 29, at the new Grand Central track, near Johannesburg, 45,000 spectators turned out to watch a race meeting, which it is hoped will act as a stimulant to further events of this sort.

As is usual in South Africa, bicycle and motor cycle races preceded the car event, the 28-lap Settlers' Handicap race. The entry, of 28, included three half-litre Coopers, two 1,100 c.c. Coopers, and an assortment of specials based on M.G. and Riley chassis. Some were elaborately equipped, and others were brought to the starting line with their interiors almost as bare as that of a pressure cooker. Very early in the race, F. Brodie, with his M.G. —who is one of the Union's stalwarts in motor racing—came into the lead, taking the tricky corners of the 2.5-mile course with the minimum fuss and the maximum speed. The circuit, which has been specially built, is roughly in the shape of a letter F, and is designed to involve some intricate cornering work within its limited length. The Cooper drivers suffered a variety of misfortunes, and of the five starters only two completed the race. Of these, A. Fergusson (Cooper-Norton) drove with great gusto, to finish in third place. Two laps before the finish he lapped the circuit in 2m 21s—the fastest yet—challenging H. Pierce's 1,250 c.c. M.G., running in second place. An exciting duel developed between the two. On the last lap it really seemed that Fergusson would catch the M.G., but Pierce just managed to dash across the finishing line two lengths ahead of him. Final placings were: 1, M.G. 1,250 (F. Brodie); 2, M.G. 1,250 (H. Pierce); 3, Cooper-Norton 500 (A. Fergusson).

REGULATIONS are out for the Winfield J.C.'s closed invitation race meeting—which includes motor cycles—at Charterhall on September 20. A race for unlimited sports cars and specials should stimulate some interesting competition; the two other main events are for formula 3 racing cars and *formule libre*. Handicap events for sports cars make up the mixture. Invited clubs: S.S.C.C., M.G., Aberdeen and District, Falkirk and District, Half-Litre, B.R.D.C., B.A.R.C. Entries close on September 14; these should be sent to Bryan Groom, Hall Place, Galashiels.

CLUB NEWS

Leicestershire Car Club.—The Bowmaker Trophy Trial was held on Saturday, September 5. An entry of 25 cars left Leicester at 11 p.m. with Llandudno as their goal. Second-class roads made up the majority of the route, and an average speed of 30 m.p.h. was required as far as the supper halt at Lilleshall.

The 24 m.p.h. average over the remainder of the route was sufficient to cause all competitors to lose marks. Indifferent Welsh mountain roads and mist made this 170-mile section very difficult.

Provisional Results: Bowmaker Trophy and Replica: Vauxhall (A. H. Jelly), 11 marks lost. **First Navigator's Award:** H. Nicholas. **First-class Awards:** Ford (F. J. Chambers), M.G. TD (B. Hercock), M.G. TC (D. W. Wing). **Second-class Awards:** Standard Vanguard (H. H. Mayes), Triumph (L. H. Pole). **Novice Award:** Austin A.40 (G. Fillingham).

The Circle Car Club.—An event, "Compass Capers," which, it need hardly be explained, is concerned with navigational exercises, is to be held on Sunday, September 20. The start is at the "Target," on Western Avenue, at 3.15 p.m., and the "Bull" at Wheathampstead forms the finishing point. The event is open to all members of the organizing club and their friends.

The Eight Clubs.—Copies of the regulations for the second Eastbourne Rally are now available and can be obtained from the secretaries of the eight member clubs or from the secretary of the meeting, A. A. Bolsom, 6, Alverstone Road, London, N.W.2.

The rally starts on the evening of Friday, October 16, from three controls, Aylesbury, Amersham, and Woodley in Berkshire. The entry is divided into three classes: A, Cars first registered before January 1, 1934; B, Closed cars, and C, Open cars. The road section will cover about 250 miles of minor roads and tracks, with particular emphasis on navigation. Average speeds ranging from 15 m.p.h. to 30 m.p.h., depending on the nature of the roads, will be required on this section. On Saturday morning a regularity test will be held, followed, after lunch, by driving tests on the King Edward Parade, at Eastbourne. An informal party will round off the event. Entries close on October 2.

West Hants and Dorset C.C., Ltd.—The well-known Knott Challenge Cup and Southern Inter-Club Team Trial—the 13th in the series—will be held in the Dorchester area on Sunday, September 27. This trial has been selected by the B.T.D.A. as one of the events which will count towards the B.T.D.A. Star for 1953.

Entries close first post on Monday, September 21, and must be made on the official entry form and sent, together with 21s, to R. R. Mountford, 60b, West Cliff Road, Bournemouth.

Furness District M.C.—Owing to business commitments, the sports secretary, "Sandy" Powell, has resigned from his position; G. Thomas has taken his place, and all correspondence concerning car matters should be addressed to him, at Gaywood, Springfield Road, Ulverston.

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In his report on the
International 9-hour Race
GOODWOOD
Mr. HAROLD NOCKOLDS,
Motoring Correspondent of
"THE TIMES"
said:

"The drama of the battle to win the race outright tended to over-shadow the race within a race for cars up to 2,000 c.c. capacity. This was won handsomely by the Frazer-Nash driven by F. R. Gerard and David Clarke, and this small Company, which has done much for British prestige abroad, deservedly won the coveted award of the Team Prize."

THE TIMES, August 24.

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CLUB NEWS . . . . . continued

Sheffield and Hallamshire M.C.—Competing in three contingents, from Sheffield, Manchester and Birmingham, 75 competitors took part in the 24-hour Rally of the Dams, on August 29-30. The Sheffield starters set out in miserable weather; rain and low cloud continued throughout the night, and made very difficult motoring conditions. Only 40 competitors managed to complete the course. The event consisted of 20 hours of motoring through regularity and night navigation sections; drivers had to pass through 28 controls and eight tests. To add to their worries there were 15 passage controls which had to be visited. The Regent Silver Challenge Cup, for best performance, was won by P. G. Cooper, driving a Standard Vanguard; the Frolich Trophy, for the best in the opposite class, went to J. R. Hall, in a Morris Minor. These awards were presented at a dinner held on September 5 at the Grand Hotel, Sheffield. Other results are as follows:—

Dickinson Trophy (Best S. and H.M.C. member): Jowett Jupiter (W. S. Underwood).
Best B.A.R.C. member: P. G. Cooper.
Ladies' prize: Jaguar XK120 (Mrs. J. R. Hall).
Navigators' award: M. Mayne.
Class winners: Open cars. 1,101 to 1,300 c.c.: M.G. TC (S. E. Radbourne). **1,301 to 2,000 c.c.:** Sunbeam-Talbot (M. Gray). **Over 2,000 c.c.:** Morgan Plus Four (B. Clarke).
Closed cars, up to 1,100 c.c.: Morris Minor (J. R. Hall). **1,301 to 1,500 c.c.:** Jowett Javelin (G. M. R. Pearson).

A.C. Owners' Club.—Results of the point-to-point competition, run on August 30, are as follows: 1, A.C. (R. G. Henderson); 2, A.C. (H. F. Day); 3, A.C. (N. W. Howlett). Second-class awards: A.C. (T. E. B. Chambers); M.G. (S. Moore); A.C. (D. R. Humphreys). From 34 starters, eight exceeded their six-hour time allowance, and two competitors retired.

Incorporated Auctioneers' C.C.—A touring assembly—for which no competition licences are required—will start from the Fantail, Lock's Bottom, near Bromley, Kent, at 11.15 a.m., on September 20. A fixture in October is the annual dinner and dance, which takes place on Friday, October 2, at Chez Auguste, Frith Street, London, W.1, at 7 p.m. Tickets, at 17s 6d each, from the honorary secretary, J. A. Loose, 1, Grange Court, Sudbury Hill, Harrow, Middlesex.

IN BRIEF

Mr. J. M. A. Smith and Mr. C. Thacker have been appointed assistant managing directors of the Ford Motor Co., Ltd., of Dagenham, Essex. Mr. Smith will be responsible for sales, finance, administration and public relations; Mr. Thacker for supply, production and construction engineering, manufacture, manufacturing services and industrial relations.

Champion sparking plugs were used in the Ferrari with which A. Ascari won the Swiss Grand Prix on August 23. They were also used in the Ferrari which won the Pescara 12-hour race in the hands of J. M. Hawthorn and L. Maglioli.

Work has now begun on an extension of 144,000 sq ft at the Vauxhall company's branch factory at Dunstable, Bedfordshire. It will cost more than £750,000. The extra space will be used mainly for the manufacture of spare parts for models now out of production.

Mr. George Bourne, the north region sales manager for the Dunlop Rubber Co., Ltd., with headquarters at Leeds, is retiring at the end of this month after over 50 years' service in the Dunlop organization overseas and at home. He will be succeeded by Mr. A. Nesbitt.

By arrangement with the Hove and Portslade joint local safety organization, G. MacFarlane and Sons, Ltd. are to operate a free brake testing scheme at their premises in Portland Road, Hove, from September 14 to 26. Representatives of Ferodo, Ltd., and Transport Brakes, Ltd., will be in attendance.

Despite the French strike the G.B. Car Club had a successful touring rally from August 18 to 27. The 29 competitors left the Clifton Service Station, near Maidstone, and after arriving at Boulogne were entertained by local authorities and other groups in different parts of the Continent. The finishing control was at Sete, where it was announced that the best performance had been put up by Mr. D. Pownall in a Morris Minor.

Profit before taxation of Lex Garages, Ltd., and subsidiaries, for the year ended December 31, 1952, was £62,284 (£90,646 previously). Net profit of the group for the year was £17,872 (£28,056).

Mr. K. P. Wood, M.A. (Cantab.), has resigned from the board of James Beresford and Son, Ltd., Birmingham. He joined the company as sales manager in 1933, becoming a director in 1945.

Mr. J. L. Flinders has been appointed district manager of the Firestone Tyre and Rubber Co., Ltd., for south-east England. He joined Firestone in 1946, and was for some years their representative in Leicestershire, before becoming district manager at Bristol.

Mr. Robert Johnson has been appointed sales manager of Garlick, Burrell and Edwards, Ltd., Vauxhall and Bedford main dealers of Renshaw Street, Liverpool, 1. He was, for some years, with the S.M.T. Co., Ltd., sales and service division, in Glasgow and Inverness.

An interim dividend of six per cent on the preference stock of the Chloride Electrical Storage Co., Ltd. will be paid on October 1. On the ordinary stock a dividend of five per cent will be paid. Dividends will be subject to taxation and are the same as those of the previous financial year.

New premises have been acquired at Ashfield Road, Burnley, Manchester, by Lister Equipment, Ltd., manufacturers of Listergent, a detergent used with their flexible hose brushes. Business will continue to be transacted from sales offices at 3, Charlotte Street, Manchester, 1.

Heinrich Meissner and Co., of Stuttgart-Zuffenhausen, Germany, are manufacturing a small plant for the purpose of reclaiming waste lubricating oils. This unit, known as the Schlegel automatic waste oil regenerator, is made in three sizes with capacities of 3.3, 9.9 and 44 imperial gallons. This equipment is being marketed in Great Britain by the Regenol Company, The Old Courthouse, 33, Wellclose Square, London, E.1.

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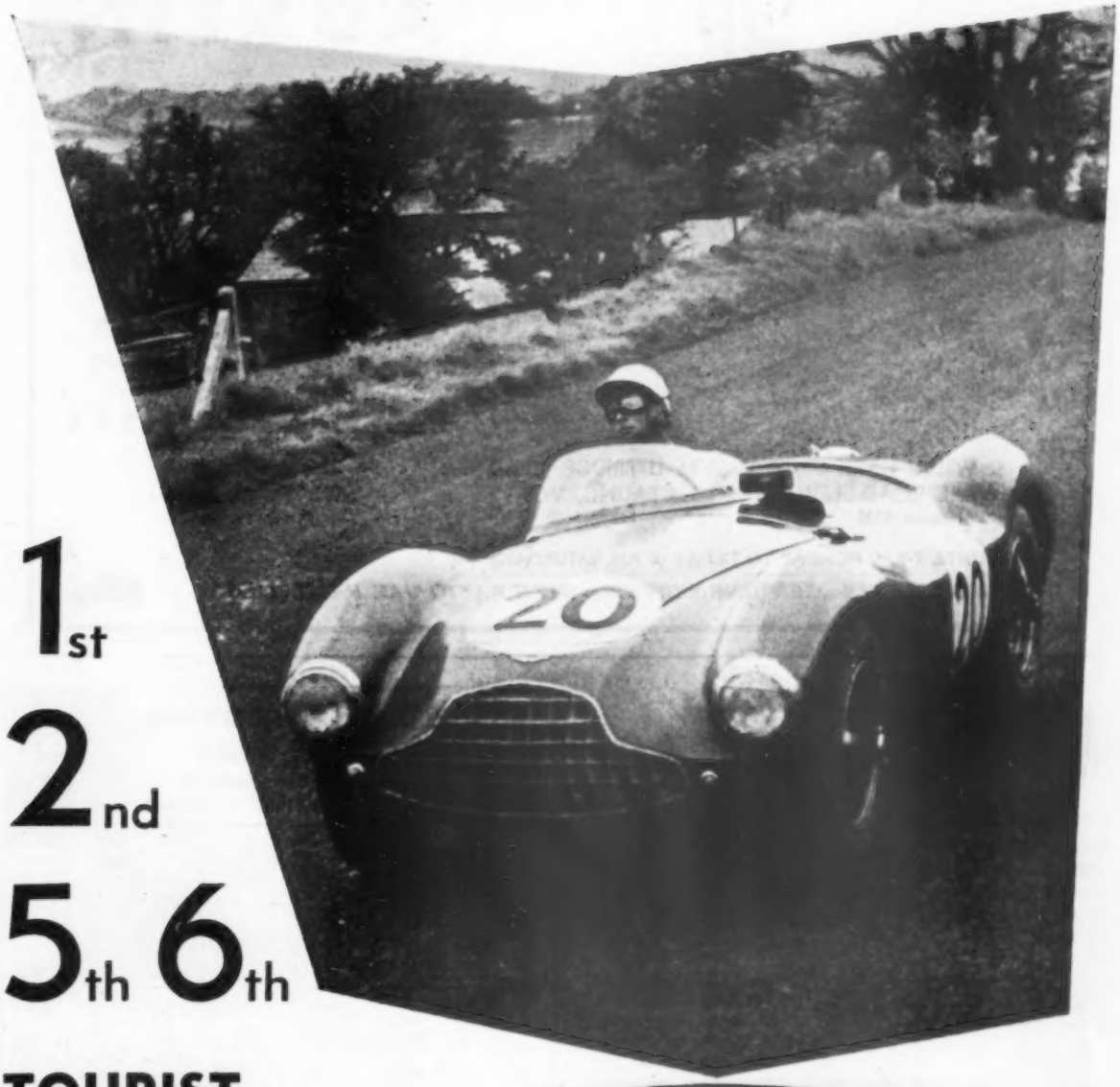

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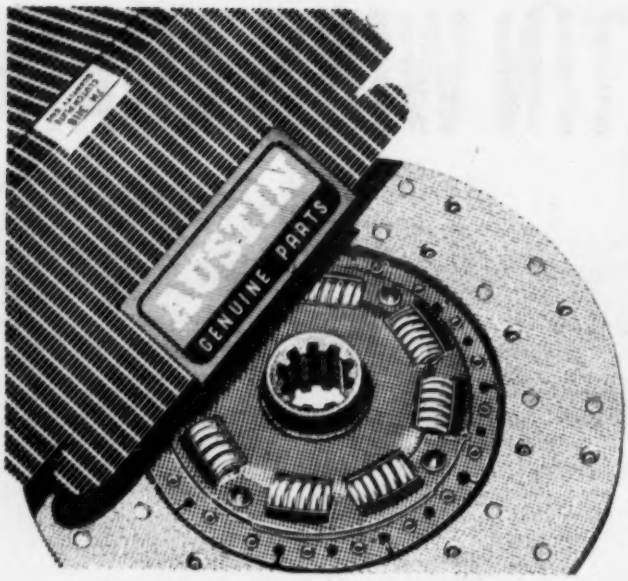

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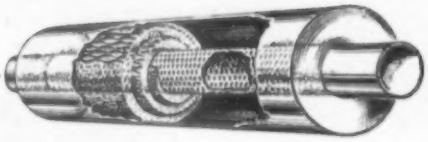

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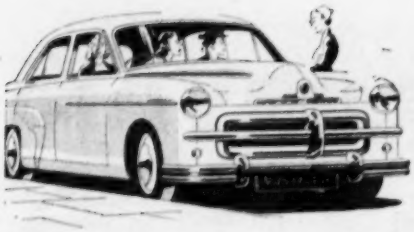

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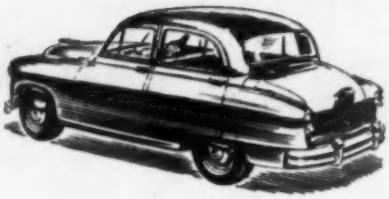

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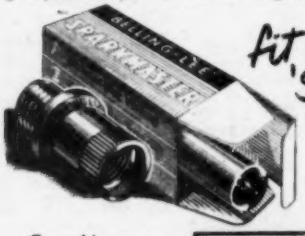

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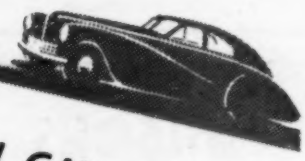

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A.C. Cars Wanted

REQUIRED, good used A.C.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

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GUY ALFREDS & Co. offer 1948 Allard sports 2-seater, magnificent appearance and mechanical order, 1952 condition.—6-7, Warren St., W.1. Euston 3268. [C1005

SALES & WANTS

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Allard Cars Wanted

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J.2 or K.2 wanted for cash.—Tel. Valentine 2098 or 4674 after 6 p.m. [C2018

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Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

ACLAND & TABOR, Ltd., Welwyn By Pass, Herts. Welwyn 481-2-3, offer:—

1952 Alvis 3-litre drop head foursome coupe, black, beige hood, red leather upholstery, radio, heater, in superb condition throughout; £1,525. [C1001

ALVIS 4.3 Charlesworth saloon, perfect condition; cost £700 a year ago; £425.—Box 0518. [8505

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars." [C3041/R

£175—Alvis Firebird 14hp sports sun saloon, two spares.—45, Shirehall Park, N.W.4, Hendon 1648. [8616

1939 (October) 4.3-litre drop head foursome coupe, black, grey hide leather, 5 new tyres, fitted radio, taxed year, in excellent order throughout; £475.

BRIAN FINGLASS, Bugatti Sales & Service, 2, Pembridge Mews, Bayswater, W.11. Bayswater 3951. After 6, Tulse Hill 4755. [C2009

£185—Alvis 1954 Speed 20 Charlesworth saloon, extensively reconditioned at cost over £200, specially tuned giving 21 mpg.—Maidenhead 5222. [8565

£1150—1951 3-litre Alvis drop head coupe, one owner.—Le Orice Fiers, 107-8, Old Brompton Rd., South Kensington, S.W.7. Kensington 2477. [C2055

4.3-litre V.D.P. foursome drop head, 1957, virtually one owner, excellent throughout; £525.—Richards & Carr, 35, Kinnerton St., London, S.W.1. Sloane 5424. [C5045

£395—1940 Alvis 12/70 sports saloon, grey, maroon leather interior, clean and good; £195 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6890. [C1024

£350—1937 Alvis 4.3 saloon, maintained regularly by makers; genuine reason for sale; must be seen and tried to be appreciated; terms, exchanges.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2181. [C2051

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ALVIS

JOHN EROAD offers his 4.5 Alvis 1937 Charlesworth saloon, new mats and trimmings, unmarked paint, 6 good compressions, uses no oil, brakes relined, very fast car, taxed; £565, offers.—103, Kineton Green Rd., Birmingham. Acocks Green 0462. [8609

Alvis Cars Wanted

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Alvis.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

B. J. HUNTER, Ltd., offer:—

FOR immediate purchase of your Alvis.

B. J. HUNTER, 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [W2040

REQUIRED, good used Alvis.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

PERFORMANCE CARS urgently require Alvis.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041

ALVIS Speed 25, 1939 model, urgently required.—Chipstead Motors, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [W1046

CHARLES POLLETT, Ltd., buy good late model cars.—18, Berkeley St., W.1. Mayfair 6266. Service Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0590/R

Alvis Spares and Service

SERVICE and spares for Alvis cars.

ALVIS, Ltd., Service Station, 832, Finchley Rd., London, N.W.11. Tel. Speedwell 6762-3-4. Grams, Alviscar Gold London.

AND at Alvis, Ltd., Service Station, Holyhead Rd., Coventry. Tel. 5501. 'Grams, Alvis, Coventry. [0951/R

CHARLES POLLETT, Ltd., Alvis specialists.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE PARTS

SERVICE: Barnsdale Yard, off Elgin Ave., W.2. Tel. Cunningham 5936-7-8. [0591/R

MANCHESTER.—Alvis repairers and spares, main agents.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874/5. [0653/R

KINGSTON-ON-THAMES.—Alvis sales and service.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241-2. [84053/R

LANCASHIRE and Cheshire sales service and spares specialists.—Parkers (Manchester and Bolton), Ltd., Bradshawgate, Bolton (Tel. 4080), and 176, Deansgate, Manchester (Tel. Deansgate 4507). [0389/R

AMERICAN CARS

SIMPSON'S offer:—

1953 new Chevrolet sedan, 4-door, fitted with all extras, r.h.d., colour black.

1951-2 Buick, fitted with radio, heater, seat covers and all extras, r.h.d., colour black.

1953 Ford 2-door, low mileage, fitted with all extras, colour pastel green.

1951-2 De Soto station waggon, fitted with radio, heater and all extras, l.h.d., colour green.

1952 Studebaker Champion saloon, 4-door, fitted with radio, heater and seat covers, l.h.d., colour pastel green.

FIRST registered 1951 Plymouth 4-door sedan, fitted with all extras, l.h.d.

1951 Pontiac saloon, 2-door, fitted with radio, heater and seat covers, Catalina hard top, l.h.d., colour blue.

1949—50 Chrysler saloon, 4 doors, fitted with radio, heater and all extras, Whitewall tyres, l.h.d., colour black.

1950 Nash Ambassador Custom, hydramatic, fitted with radio, heater and all extras, l.h.d., colour black.

1951-2 Pontiac 4-door sedan, fitted with radio and heater, l.h.d., colour Bismarck green.

1950 Ford 2-door fitted with heater and all extras, l.h.d., colour black.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley. Wembley 6691/3905. [C4015

GATEHOUSE offer:—

1948 Studebaker Commander convertible, 17,000 miles, one owner; £995.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mountview 4444. [C2021

METCALFE & MUNDY, Ltd.

1950 Pontiac 8-cyl. de luxe saloon.

1950 Chevrolet saloon, all extras.

1948 Lincoln Continental saloon

1947 Pontiac convertible

1947 Cadillac convertible.

1946 Lincoln saloon, r.h.d.

1939 Packard, all extras.—280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

TAYLOR & CRAWLEY offer:—

1949 Studebaker Champion convertible, grey, radio, heater, power operated hood and overdrive, beautiful condition; £975.

1949 Buick Super Jet Back Sedanette, 24,000 miles only, one owner, radio, heater; £1,175.

1948 Cadillac convertible, all power operated, Hydramatic, low mileage; £1,775.

1947 Oldsmobile 6-cylinder right-hand drive saloon, one owner, genuine 18,000 miles since new, leather upholstery; £795.

48, Kensington Court, W.8. Western 6015. [C4056

AMERICAN CARS

JOE THOMPSON (MOTORS), Ltd., offer: selection late model American cars.—97, Fulham Rd., S.W.3. Kensington 4858. [C4028

BRITISH & COLONIAL MOTORS, Ltd., offer a selection of post-war American cars; enquiries invited.—13/14, Upper St. Martin's Lane, W.C.2. Temple Bar 5588. [C1027

NASH CONCESSIONAIRES, Ltd., for new and used Nash cars, as sole concessionaires for these popular American automobiles we are now able to offer for sale a limited number of new models; our customers may select their own colour and upholstery combinations and may also specify additional equipment, e.g., white sidewall tyres, overdrive, radio, etc.; approximately eight weeks delivery; left- or right-hand drive models supplied; terms, part exchanges.—Albany St., N.W.1. Euston 5558. [8495

American Cars Wanted

ATTENTION!!!

SIMPSONS, The American Car Buyers, require all American cars.—Wembley 8691/3905, 345, High Rd., Wembley. [W4015/R

POST-WAR American cars wanted.

REG. TIMMS (MOTORS), Ltd., 17-18, High St., Toddington, Beds. Tel. 51. [W4064

AMERICAN car wanted for cash.—Valentine 4674, after 6 p.m. [W2018

JOE THOMPSON (MOTORS), Ltd., require American cars.—97, Fulham Rd., S.W.3. Kensington 4858. [W4028

METCALFE & MUNDY, Ltd., will buy your American car.—280 Old Brompton Rd., S.W.5. Fremantle 5471. [W3064

TAYLOR & CRAWLEY will buy low mileage luxury American cars at very good prices.—48, Kensington Court, W.8. Western 6015. [W4036

BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [W1027

ARMSTRONG SIDDELEY

P & J

PASS & JOYCE, Ltd. (London and district distributors), offer:—

1950 Armstrong Siddeley Whitley saloon, grey, synchromesh gear; £875; one week's free trial, guaranteed, deferred terms available.

ARMSTRONG SIDDELEY estate cars, mounted on a new standard ex-works 2.5-litre chassis, coachbuilt bodies in metal and polished hardwood, fully upholstered, disappearing bench seat to rear, load carrying floor area 6ft long by 4ft 6in wide, most attractive looking vehicles; demonstrations gladly arranged; also deferred terms if desired; 6 only available; price each £1,145, including purchase tax.—184, Gt. Portland St., W.1. Museum 1001. [C5039

CAR MART, Ltd.

1950 Armstrong Siddeley Lancaster saloon, heater, 23,000 miles; £775.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1039

D. J. SHEPHERD & Co. (ENFIELD), Ltd.

1950 (May) Armstrong Siddeley Lancaster 4-door saloon, manual gear box, fitted with heater, colour blue, with hide upholstery, mileage 9,000, one owner, condition as new and unmarked, taxed; £775.—D. J. Shepherd & Co. (Enfield), Ltd., 435, Hertford Rd., Enfield. Howard 1631. [C4009

ARMSTRONG SIDDELEY 20hp limousine, with division and face-forward occasionals, amazing condition; 3 months' guarantee; £245.

C. & W. MOTORS, Ltd., Queens Head Garage, East End Rd., N.3. Finchley 6256 (3 lines). [C1061

1947 Armstrong Hurricane, maroon, new maker's hood, fitted radio, heater, excellent condition throughout; genuine offer; £485; terms.—Woking 3464. [8537

1946 (September) Armstrong Typhoon 2-door saloon, blue with blue leather, heater, taxed, excellent condition; £450.—Woking Motors (Maybury Hill), Ltd., Woking 1928. [C4057

1948 Armstrong Lancaster 4-door saloon, finished in black with maroon leather interior, fitted new loose covers, new battery, a most attractive and excellent car; £525.

MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Salford, 6, Manchester. Pen. 5457. [C3000

1951 (March) Armstrong Whitley saloon, grey, one careful owner, 22,000, guaranteed; £895.—Walker & Ward, Ltd., Daimler, Lanchester Distributors, Warwick Pl., Cheltenham. Tel. 3814. [8481

1948 Armstrong Siddeley Typhoon sportsman fixed head saloon, black, brown leather, fitted Bedford cord loose covers, heater, spotlight, etc., speedo reading 34,000, in lovely condition; £550, trade enquiries welcomed.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [C1036

CAMDEN MOTORS for Armstrong Siddeleys, 18hp Hurricane drop head foursome coupe, 1952 model, fitted radio and heater, originally cost over £1,750 with extras, a very beautiful specimen in superb mechanical order; £775.

CAMDEN MOTORS for Armstrong Siddeleys, Hurricane drop head foursome coupe, 1949, purchased locally from original owner and with original maker's finish in black, new mohair hood fitted very recently and complete overhaul to engine and gear box; £585.

CAMDEN MOTORS for Armstrong Siddeleys, Typhoon sports saloon, January, 1949, quite an attractive example of this popular series, real leather upholstery, built-in heater, Tygan seat covers, two owners since new, moderate total mileage; £595.

CAMDEN MOTORS for Armstrong Siddeleys, 18hp Whitley four-light saloon, October, 1951, late property wealthy Midland industrialist, this car has been chauffer driven and maintained since new, fitted radio, heater, screenwash, Kar-robe seat covers, etc.; £895.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041: open till 8 p.m.; write for catalogue. [C1035

ARMSTRONG SIDDELEY

JACK ROSE, Ltd., offer 1948 Armstrong Siddeley Typhoon saloon, a most attractive car inside and out, in green and black and green hide upholstery; accept £495.—Stafford Rd., Wallington, Surrey. Wallington 6677-8. [C3056

1949 Armstrong Siddeley Hurricane drop head, black, brown leather, fitted radio, heater, other extras, 4 new tyres, good spare, overhauled by makers this summer, very good performance and condition, can be seen by appointment after Sept. 20; £650 or near offer.—Gowan, 65, Eaton Terrace, S.W.1. Sloane 4648. [8408

1952 Armstrong Siddeley Whitley saloon, finished grey with red leather, fitted with radio and heater, a really immaculate one owner car in most attractive condition, thoroughly recommended, written guarantee; £855; terms, exchanges.—H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. [C2005

Armstrong Siddeley Cars Wanted

C M

THE CAR MART, Ltd., wish to purchase Armstrong Siddeley cars.—320, Euston Rd., N.W.1. Euston 1212. [0171/R

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Armstrong Siddeley.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MARSTON MOTOR Co., Ltd., for your Armstrong Siddeley.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0183/R

7-SEATER privately owned 1938/39 Limousines required, also 18hp 1951/52—cash waiting. A. & S., 2, Providence Court, North Audley Street, Mayfair. 2941. [W1006

PASS & JOYCE, Ltd., London and District distributors, wish to purchase carefully used post-war Armstrong Siddeley cars.—184, Gt. Portland St., W.1. Museum 1001. [0385/R

Armstrong Siddeley Spares and Service

ARCOT ENGINEERING, Ltd.

ARMSTRONG SIDDELEY owners, complete overhauls, service, 48 hours exchange engine service; prompt guaranteed work by specialists.

PRESELECTOR gear boxes; exchanges, reconditioning. Arcot Eng., Ltd., 169, Fulham Rd., Chelsea, S.W.3. Ken. 7301. [0644/R

PRESELECTOR gear boxes.—H. & A. Engineering, 35, Grant Rd., Addiscombe 2931. [0779

HENLYS, Ltd., Cheetham Hill Rd., Manchester, 8, have large stocks of spares; reconditioning of cars and preselector gear boxes undertaken.—Tel. Deansgate 6216-7. [0602/R

A LARGE stock of spares for the above cars always available.—Pass & Joyce, Ltd., London distributors. Works: Hawley Crescent, Camden Town. Tel. Gul. 4141. [0760/R

ASTON MARTIN

DICKS.

1939 Aston Martin 2-litre short chassis drop head coupe, very fast and attractive; £595.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [C1072

METCALFE & MUNDY, Ltd.

ASTON MARTIN DB, specially prepared for the Spa 24 hours, terrific performance with very economical upkeep.—280, Old Brompton Rd., S.W.5. Fremantle 5471. [C5064

BROOKLANDS: Aston Martin Distributors.

BUY or sell your car at

103, New Bond St., London, W.1. Mayfair 8351. [C1025

MARK II, short chassis, beautiful car, duo red, engine perfect, latest modifications, Windtones, Andre shocks, full weather equipment; hire purchase arranged; £450.—Finchley 2359. [8534

Aston Martin Cars Wanted

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Aston Martin.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

ASTON MARTIN cars wanted for cash, full details.—Friary Motors, Ltd., Old Windsor. Windsor 2002-3. [0197/R

REQUIRED, good used Aston Martin.—Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

HILLINGDON MOTORS are interested in buying Aston Martins.—325, Long Lane, Western Ave., Hillingdon. Tel. Uxbridge 412. [W2062

Aston Martin Spares and Service

FRIARY MOTORS, Ltd.

ASTON MARTIN main dealers.

SOLE suppliers of spares for all Aston Martin cars produced up to 1940, specialised servicing facilities; 2-litre reconditioned engines available.—Straight Rd., Old Windsor. Tel. Windsor 2002-3. [0198/R

BIRMINGHAM joint distributors, spare parts from 1952.—Frank Moseley (A. S. & S.), Ltd., The Depot, Steward St., Birmingham, 18. Edg. 0916. [0548

ATALANTA

ATALANTA 1945 4-seat coupe, 2-door, lovely car in perfect order, special body by Abbot; £475 great bargain.—Box 0475. [8409

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN SEVEN

ALLWEATHER MOTOR Co.

LARGE stock of Austin cars.

LONDON'S dependable motor traders.

WE offer a wide selection.

EVER-CHANGING stock.

ALL makes bought and sold.

TRADERS welcomed.

HIRE purchase—immediate delivery.

EVERY enquiry dealt with promptly.

REMEMBER!! Tel. Edgware 3610 (4 lines). [0587

£65—1952 4-speed gear saloon.—Harrison, 269, Gt. North Way, N.W.4. [8736

1937 Austin 7 Ruby saloon, £135.—Bertram Cowen, Ltd., Hermitage Lane, Streatham, Pol. 2100. [8372

AUSTIN 7, 1930, excellent running order, many parts renewed, sidescreens; £60 or offer.—Hampstead 0503. [8721

ROYS special offer for only £39 down and 25/- p.w. 18 months, 1937 Austin 7 2-seater, taxed; or £120 cash.

ROYS special offer for only £49 down and 32/6 p.w. 18 months, 1939 Austin Big 7 4-door saloon, good; or £147 cash; h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (Near Camden Town Tube Station). Euston 2700 and 8894. [C3059

£210—1939 but 1949 condition Austin 7 saloon, terms.—Autoships, 5, Balham High Rd., Balham 1509. [C1009

1938 Austin Big 7 4-door sun saloon, in good condition throughout; £175.—91, Garratt Lane, Wandsworth, S.W.18. Battersea 5770. [C4062

£150 o.n.o Austin Nippy 1937 2-seater, excellent condition, new tyres, engine rebored, 50mpg. repainted.—Hamer, 14a Oxford Rd., Chiswick, W.4. [8435

£215—Austin 7 Ruby saloon de luxe, reg. 1937, maroon, over 40 mpg, this car is almost new.—Louis & Co., 56, Lancaster Mews, W.2. Padd. 9193. [C2067

NAYLOR & ROOT.—1953 (Aug.) Austin 7 saloon, silver grey/red, heater, 130 miles only, taxed, very attractive; £595; written guarantee.—25, East Hill Clapham Junction, S.W.11. Batt. 2252. [C3022

1939 Austin Big 7, 4-door saloon, excellent mechanically, new tyres, very clean, beautiful interior; £185, or £65 deposit, balance over 18 months; exchanges, insurance, 50 cars always in stock, cars bought and sold on commission.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tel. Tulse Hill 7106. [8668

Austin Seven Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 7.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

AUSTIN A30

WARWICK WRIGHT, Ltd., offer:—

1953 Austin A30 saloon, fawn, 5,000 miles; £565.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

1953 (August) Austin A30 saloon, 25 miles only, taxed year, heater, 4-door, colour sea green, £585, o.n.o.

JOHN WILSON AUTOS, Ltd., Sanderstead Rd., South Croydon. Sanderstead 4260. [C4055

PRIVATELY owned A30, works mileage, heater, taxed; £575.—Box 0920. [8507

1947 Austin 8, new engine, new clutch, tyres, battery; £365.—Lib. 4805. [8447

195[illegible] (August) A30 saloon, 100 miles only, heater; £575.—Mansfield Autos, Ltd., Euston 2587. [C3001

AUSTIN A30, heater, taxed, 7,000 miles; £555.—H. C. Paul Ltd., 32, Bruton Place, W.1. Mayfair 0821/2. [C3040

AUSTIN A30, leather and heater, 1,100 miles, one owner, as new; £565.—Pantiles Service Garage, London Rd., Guildford 5326. [C3035

£595—1953 (April) Austin A30 saloon, enthusiast's car, fitted radio, heater, windscreen wash, Marchall fog lamp, Windtone horns, speedometer reading 4,605 miles.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [C2008

1953 A30 saloon with heater, grey and red upholstery, condition as brand new, £575; terms can be arranged.—Whitby's, 273, The Vale, Acton, London W.3. Tel. Shepherds Bush 5355. [8439

PRIDE & CLARKE, Ltd. 1953 Austin A30 saloon, green/brown leather, 2,000 miles, heater, one owner, as new, £579; three month guarantee; terms; exchanges; lists.—Stockwell Rd, S.W.9. Brixton 6251. [8464

Austin A30 Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A30.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

AUSTIN EIGHT

ELITE MOTORS offer:—

1946 Austin 8 4-door de luxe saloon, black/brown leather, excellently maintained vehicle; £365.

1947 Austin 8 4-door de luxe saloon, black/brown leather, recent engine overhaul, a really clean car; £395.

ELITE MOTORS, 951-961, Garratt Lane, Tooting Broadway. Tel. Balham 2474 (10 lines). [C2005

AUSTIN EIGHT

W. J. BROWN, Ltd., established over 30 years.

1947 (July) Austin 8 4-door sun saloon, black, brown leather, immaculate condition; £385.

339, Finchley Rd., N.W.3. Hampstead 4414. [C1025

1947 Austin 8 4-door saloon, excellent condition, guaranteed; £335; exchanges and terms.—Palmers, 4, Russell Gardens Mews, Kensington, W.14. Park 9704. [C3054

1947 Austin 8 4-door de luxe sun saloon, black/brown leather, in superb condition, taxed year; £385.—Northways Garage, Swiss Cottage, N.W. Primrose 1127. [C3026

Austin Eight Cars Wanted

CM

THE CAR MART, Ltd., London distributors, wish to purchase Austin 8 cars.—297, Euston Rd., N.W.1. Euston 1212. [0952/R

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Austin 8.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

AUSTIN TEN

GATEHOUSE offer:—

1940 Austin 10 saloon, black, £325.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mountview 4444. [C2021

ANDOVER MOTOR Co., Ltd., offer:—

1939 model Austin Cambridge 10 saloon, in first-class mechanical condition with extremely nice coachwork and interior, a sound buy at £265.—Andover, Hants. Tel. 5405. [C1003

W. J. BROWN, Ltd., established over 30 years.

1946 (July) Austin 10 saloon, black with brown leather, very well maintained and much above average; £405.

339, Finchley Rd., N.W.3. Hampstead 4414. [C1025

1939 Austin 10 4-door sunroof saloon, black with dove grey leather, exceptional; £285.

1947 Austin 10, as above with brown interior, new Dunlop Gold Seal tyres; £425.

READ BROS. MOTOR Co. (LONDON), Ltd., 58, Christchurch Rd., Colliers Wood, S.W.19. Liberty 1604. [C3048

1935 Austin 10, good condition; £125.—6, Rodmarton Mews, Dorset St., W.1. Welbeck 9811. [C2066

1947 Austin 10 saloon, excellent throughout; £425.—Autowork, Ltd., Winchester. Tel. Winchester 4854. [C1010

1939 Austin 10, smart car, new head lining and carpets, splendid mechanical condition; £255.—Kirkdale Cars, 319a, Kirkdale, S.E.26. Sydenham 6129. [8663

1946 Austin 10 saloon, blue with black wings, brown leather upholstery, loose covers, good tyres; £565.—John Jordan, Sandy Beds. Tel. 64. [8711

Austin Ten Cars Wanted

CM

THE CAR MART, Ltd., London distributors, wish to purchase Austin 10 cars.—297, Euston Rd., N.W.1. Euston 1212. [0953/R

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Austin 10.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

WANTED, Austin 10, urgent.—Traynor Motors, Ltd. Tel. Grangewood 2530. [W4052

GOOD Austin 10 saloon urgently wanted.—Walter Scott, Ltd., 39, College Crescent, N.W.3. Prj. 5914. [W4006

AUSTIN A40

CAR MART Ltd

LONDON Distributors.

1953 Austin A40 Somerset saloon, heater, 6,000 miles; £735.

1949 Austin A40 Devon saloon, heater, 34,000 miles; £495.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [C1059

SCOTT CARS offer:—

1949 A40, radio, heater, one owner, outstanding condition; £495.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676. [C4016

TOM GARNER, Ltd., offer:—

1953 Austin A40 Somerset saloon, blue with blue upholstery, heater, many extras, 300 miles only; £799.

TOM GARNER Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

B. J. HUNTER, Ltd., offer:—

1951 Austin A40 saloon, one owner since new; £595.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6505. [C2040

GUY SALMON AUTOMOBILES, offer:—

1951 Austin A40 saloon, steering column gear change, 14,000 miles, black/brown leather; £635.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3 [C4001

1951 series Countryman; see under Utility Cars.—Harold Simons. [C4065

AUSTIN A40 1951 radio heater, loose covers; £595.—Macaulay 2211. [C1002

AUSTIN A40

AUSTIN Somerset; cannot take delivery due now in about 8 weeks' time.—Box 0515. [8502

1953 (August) Austin A40 drop head coupe, heater, 2,000 miles; £700.—Box 0538. [8542

1951 (Dec.) saloon in green, radio, one owner, taxed; £565.—Selbornes 82 Park St., W.1. May. 4735. [7749

A40 Somerset, February 1952, green/fawn leather, one owner; £675.—H. A. Saunders (Radlett). Tel. 5681 [C4003

AUSTIN A40 sports, 1952, fawn, new hood, heater, mech. excellent, one careful owner, 20,000; £575.—Prt. 3506. [8700

LATE 1952 A40 saloon, perfect condition; £650.—Herbert & Mills, Ltd., Gt. Portland St., W.1. Langham 3506-7. [C2036

1948 Austin A40 Devon saloon, exceptional condition; £465.—S. F. Erskine & Sons, Ltd. Tel. Woking 550. [C2051

AUSTIN A40 Countryman, 1951, low mileage, very nice order; £540.—Chepetew Garages, Ltd., Ledbury Rd., Bayswater 2949. [C1042

1952 Austin A40 Somerset, beige, heater, one owner; £670.—Vandervells, 215, Haverstock Hill, N.W.3. Primrose 4441. [C4037

1949 Austin A40, one owner, splendid car; £515.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2512. [C4019

1951 (September) A40 saloon, column gear change, 11,500 miles, black/brown, upholstery covers, H.M.V. radio; £600.—Mayfair 5242. [C5030

1951 Austin A40 Devon sun saloon, new engine fitted; £585.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [C1076

GUY ALFREDS & CO., offer: 1952 Austin A40 Somerset, heater, guaranteed mileage 3,450 miles,—6-7, Warren St., W.1. Euston 5268. [C1005

1953 (Sept.) Austin A40 Somerset saloon, black, brown leather upholstery, heater, below 500 miles, taxed December; £820 near offer.—Box 0535. [8608

1952 (May) A40 sports, immaculate condition, black, heater; £665.—Dr. Gilliland, Dormer House, Darby Gardens, Sunbury-on-Thames. Tel. 2932. [8411

1953 (August) Somerset saloon, sun roof, heater, grey with red leather, 90 miles only.—A. Dey & Co., 18, Hardman St., Liverpool, 1. Royal 5037. [8547

1950 (Feb.) A40 Devon saloon, one owner, black, heater, mats, Tygan loose covers; £565.—Moons Motors, Ltd., Dorset House, N.W.1. Welbeck 2129. [8690

1952 (November) A40 Somerset, beige, heater, loose covers, genuine 8,000 miles, one owner, perfect condition; £645.—Advertiser, 10, Spaniard's Close, N.W.11. [8596

SEPTEMBER, 1951, A40, steering column change, 17,000 miles, one owner, equal to new; £675.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2881. [C2051

1950 Austin A40 Devon saloon, one owner, excellent condition, guaranteed; £495; exchanges and terms.—Palmers, 4, Russell Gardens Mews, Kensington, W.14. Park 9704. [C3054

1952 (August) Austin A40 Somerset saloon, 10,000 miles, one owner, blue, heater, immaculate; £675.—E. L. Mendel, Ltd., 85, Gt. Portland St., London, W.1. Langham 2261-2. [C5067

£675—June, 1952, Somerset, 7,000 miles, one owner, green with brown leather upholstery, and heater.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2881. [C2051

1950 (December) Austin A40 saloon, olive green, taxed December, 22,000 miles, radio, heater, carefully maintained, beautiful car; £589.—Holbrook Motor Co., Ltd., Richmond, Surrey. Tel. 4014. [C2056

1952 Austin A40 Countryman, 10,000 miles; £645.—British & Colonial Motors, Ltd. (Distributors for London & Home Counties), 15/14, Upper St. Martins Lane, W.C.2. Temple Bar 3588. [C1027

1951 (Jan.) Austin A40 saloon, 15,000 miles only, one private owner, finished dark green, heater, spotlamp, tailored covers, taxed December; £595; trade enquiries welcomed.—Motourists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2501-2. [C5018

1953 (Jan.) Somerset saloon, guaranteed 4,000 miles only, one private owner, finished gun-metal grey, fitted H.M.V. radio, heater, taxed, as brand-new, trade enquiries welcomed.—Motourists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2501-2. [C5018

1950 Austin A40 4-door saloon in black with beige leather interior, mechanically excellent, open to inspection; £495 or £165 deposit, balance over 18 months; exchanges, insurance, 50 cars always in stock, cars bought and sold on commission.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tel. Tulse Hill 7106. [8669

1952 (Sept.) Somerset sun saloon, 9,000 miles only, one owner, fitted H.M.V. radio, heater, Ace Rimbellishers, screenwash, winking lights, radiator shutter, parking lights, electric clock, twin mirrors, electric lighter, rear demister, loose covers, taxed Dec., £725; trade enquiries welcomed.—Motourists (London), Ltd., Great North Rd., E. Finchley Station, N.2. Tudor 2501-2. [C5018

Austin A40 Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A40.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

PRIVATELY owned A40.—5, Muse Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2057

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Austin A40 Cars Wanted

THE CAR MART Ltd.
AUSTIN cars
REQUIRED immediately.

MAKE your enquiries to
AUSTIN House, 297, Euston
ROAD, London N.W.1.
TELEPHONE: Euston 1212
[0957/R

WHY accept less for your A40 saloon or Countryman, when you can get its full market value from FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [C2008

AUSTIN TWELVE

1940 Austin 12 saloon (as 1947 model), exceptional condition; £295; terms.—Newbery Cars, Muswell Hill, N.10. Tudor 3394. [8646

1946 Austin 12 saloon, black/brown, lovely condition; £425.—Bertram Cowen, Ltd., Hermitage Lane, Streatham. Pol. 2100. [8373

1937 Austin 12 saloon, exceptionally nice condition; £195; terms, exchanges.—Norman Autos, 554, London Rd., W. Croydon. Tel. Tho. 4657. [8705

1939 Austin 12, completely reconditioned, excellent mechanical condition, one owner; £275.—Kirkdale Cars, 519a, Kirkdale, S.E.26. Sydenham 6129. [8659

£195—Genuine 1938 Austin 12/4 Ascot saloon, runs well, clean, remarkable value; £95 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490 [C1024

1947 (March) Austin 12/4 de luxe saloon, mist green with brown leather, one owner, heater, sliding roof, immaculate throughout; £455.—Miles Motors, 60, High St., Uxbridge. Uxbridge 125/2967. [C3070

Austin Twelve Cars Wanted

CMT

THE CAR MART, Ltd., London distributors, wish to purchase Austin 12 cars.—297, Euston Rd., N.W.1. Euston 1212. [0954/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 12.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

AUSTIN SIXTEEN

CAR MART Ltd.
LONDON Distributors.

1949 Austin 16hp saloon, heater, 24,000 miles; £545.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [C1039

R. F. FUGGLE, Ltd.

1948 (August), owned by one family since new, heater, radio and many other extras, coachwork and interior excellent; £545.
R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1685. [C2017

BRADSTOCK MOTORS offer:—

1948 Austin 16 saloon, black with brown, fitted heater and loose covers, one owner; excellent condition; £465; terms, exchanges.—Chase Rd., Epsom. Tel. 653. [8673

H. A. SAUNDERS, Ltd., offer:—

1949 Austin 16 saloon, black with brown upholstery, heater; £525.
836—842, High Rd., N.12. Hillside 5272 (8 lines). [C2027

HEARSE 16hp Deck, Brand New, fullest equipment, immediate delivery, £1,455.
A.L. Trade Enquiries, Station Approach Kew Gardens. Alpe and Saunders (Coachbuilders) Ltd., Richmond 1161. [8484

£485.—1948 Austin 16hp saloon, black, brown upholstery, one owner, in excellent condition.
DENHAM SERVICE STATION Ltd., Denham, Bucks. Tel. Denham 2266. [C1070

1939 Austin 16 Cabriolet saloon, guaranteed; £260; payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6631. [C3029

1948 Austin 16, excellent condition, one owner, 28,000 miles; £495; 3 months' guarantee; terms and exchanges.
JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

AUSTIN 16hp 1950 hire car, black, brown upholstery, excellent, moderate mileage; £695.—Huntley's Garage, Alcester St., Redditch 106. [8539

HIRE car limousine, partition, 7 seats, black, leather, radio, taxed; £775; terms.—Rogers Garage, Wellesley Avenue, Hammersmith, W.6. Riv. 2644. [C3054

1948 Austin 16hp saloon, black with brown leather, excellent condition; £475.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456. [C1077

1948 Austin 16 saloon, sun roof, black, brown leather, heater, Ace wheel discs, in very nice condition, only 6,000 miles since brakes and clutch were relined, £470.
"VICTORY" GARAGE, Primrose Gardens, London, N.W.3. Tel. Primrose 2242. [8715

AUSTIN SIXTEEN

1947 (September) Austin 16, 22,000 miles, one owner, very carefully used; £450; also 1948, similar condition.—Broadway Motors, 67, High St., Hounslow. Hou. 0175. [C1028

HEARSE Latest Coachwork De Luxe streamline 6-Bearer also 4-Bearer full Deck, lavishly equipped, bargain value, £1,595. Alpe & Saunders, Providence Court, North Audley Street. Mayfair-2941. [C1006/1

1949 (Sept.) Austin 16 saloon, black with brown leather, heater, nearly new tyres, splendid condition throughout; £485.—Pantiles Service Garage, London Rd., Guildford 5326. [C3035

1948 Austin 16 saloon, black, brown leather, fitted heater, nominal mileage and very well maintained; £485.—R. S. Currie & Co., Ltd., 105, Westbourne Grove, W.2. Bayswater 0065. [C1065

1948 Austin 16, green, good order; exchange for Jaguar d/h coupe 1948 or later, equal condition, 2½-litre preferred; R.A.C. or A.A. exam. both ways.—Summerhill, Newlands, Warley, Halifax. [8479

HIRECAR Limousine (registered August 1953) partition, forward occasionals, leather, genuine mileage 560; opportunity, £1035. Alpe & Saunders, Providence Court, North Audley Street. Mayfair-2941. [C1006

Austin Sixteen Cars Wanted

THE CAR MART, Ltd.,
AUSTIN cars
REQUIRED immediately.

MAKE your enquiries to
AUSTIN House, 297, Euston
ROAD London N.W.1.
TELEPHONE: Euston 1212.
[0955/R

REALLY good second-hand Austin 16 required.—Cobb, 50, Harley House, N.W.1. [W1086

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 16.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R

HIRECAR Limousines urgently required, cash waiting. Alpe & Saunders, Providence Court, North Audley Street. Mayfair-2941. [W1006

AUSTIN A70 & A90

CAR MART Ltd.
LONDON Distributors.

1951 Austin A70 Hereford saloon, heater, 15,000 miles; £650.
1952 Austin A90 Atlantic saloon, radio, heater, 21,000 miles; £775.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [C1039

SCOTT CARS offer:—

1951 A90 saloon, radio, heater, immaculate; £665.
SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/6676. [C4016

BOON & PORTER, LIMITED.

A90 Atlantic sports saloon, 18 months old, 32,000 miles, specially serviced and maintained; £645. Castelnau, S.W.13. (By Hammersmith Bridge.) Riverside 4444. [C1022

SWANMORE GARAGE offer:—

1951 (Sept.) Austin A90 saloon; £725.
EXCHANGES or terms.
SWANMORE GARAGE, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43544. [C4024

H. A. SAUNDERS Ltd., offer:—

1950 Austin A70 saloon, blue with blue upholstery, heater, recorded mileage 26,600; £595.
836—842, High Rd., N.12. Hillside 5272 (8 lines). [C2027

MAYFAIR COUNTRY CARS offer:—

1951 (June) Atlantic saloon, outstanding condition, radio, heater, taxed December; £725.—7, George Yard, Grosvenor Square, W.1. Mayfair 0131. [C3008

1953 Austin A70 saloon, 2,000 miles; £825.
GORDON CARS (LONDON), Ltd., 373, Euston Rd., N.W.1. Eus. 6611. [C2023

1951 model Austin A70, beige, radio, heater, loose covers; £625.—Macaulay 2211. [C1002

NEW Austin A70 saloon, black, immediate delivery; list price or part exchange.—Mayfair 5248. [C3050

A70 Hereford, July 1952, black/brown leather, one owner; £755.—H. A. Saunders (Radlett). Tel. 5681. [C4003

1952 Austin A70, radio, heater, seat covers, spare unused; £725.—Hillingdon Motors, Tel. Uxbridge 412. [W2062

1951 (August) A90 saloon, black, red leather, radio, heater, 13,000 miles, exceptional; £715. Also
1952 Austin A90 saloon, black with red leather, 13,000 miles, as new; £775.
1952 Austin A90 saloon, black, radio, heater, 12,000 miles, one owner; £795.
RIPCO, Ltd. (Austins Purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952/3/4. [C3052

AUSTIN A70 & A90

1952 Austin A70, 11,000 miles, black, brown leather, immaculate; £845.—Modern Service (Wimbledon), Ltd. Tel. Wimbledon 5155. [C3014

1951 Austin A90 saloon, 25,000 miles; £675.—Clayton's Cars (London), Ltd., 357, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1050

1950 Austin A70 Hampshire saloon, in green, one owner, 22,000 miles, excellent condition, taxed to end of year; 3 months' guarantee; £575.
G. & C. MOTOR GARAGES, Ltd., Canning Rd., Wealdstone, Middlesex. Tel. Harrow 5432. [8494

1951 A70 saloon, radio, heater, Regency loose covers, mileage 15,000, excellent condition; £650.—Garrett, 28, Rodden Rd., Frome, Som. (Tel. 2198.) [8389

1952 Austin A90, grey, radio, heater, windscreen washer, one titled owner, full history; a bargain, £750; terms or exchange.—Star Garages, Bridport, Dorset. [8544

1952 Austin A70 Hereford saloon, black with brown leather, H.M.V. radio, 12,000 miles only; £725.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404.) [C4022

£595!!! Austin A70 saloon, late 1950, one private owner, the whole car in very outstanding order throughout, coachwork virtually unmarked, leather upholstery.
CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041; open till 8 p.m.; write for catalogue. [C1035

1950 Austin A90 saloon, cream, black leather, radio, heater, low mileage, mechanically perfect, guaranteed; £600.—Kings Motors, 1, High St., Hounslow. Hou. 0175. [C2049

1950 A70 Hampshire saloon, black, radio, heater, in excellent condition; £616.—H. J. Saunders, Ltd., Austin House, 144, Golders Green Rd., N.W.11. Speedwell 0011. [C4004

1952 (April) Austin A90 saloon, 9,000 miles only, one owner, black, radio, heater, spare unused, perfect; £785.—Northern Motors of Harrow, 186-194, Pinner Rd., Harrow 4444. [C3025

1950 Austin A70 saloon, excellent, £550; also 1949 Austin 16 saloon, meticulously maintained, heater, etc., £500.—Autowork, Ltd., Winchester. Tel. Winchester 4834. [C1010

1953 Austin A70 Hereford saloon, colour black, immaculate condition throughout; £795.—Broadway Motor Co., 48-50, Hartfield Rd., Wimbledon, S.W.19. Liberty 2494. [6501

1950 series A70 saloon, radio and heater, taxed year, one owner only, splendid condition; R.A.C. exam. invited; £495 or exchange; h.p.—11, Perrymead, Prestwich, Manchester. Prestwich 2057. [8589

PRIDE & CLARKE, Ltd. 1952 Austin A70 saloon, green/brown leather, 10,000 miles, heater, radio, loose covers, one owner, £739; three months guarantee; terms; exchanges; lists.—Stockwell Rd., S.W.9. Brixton 6251. [8468

NAYLOR & ROOT.—1953 Austin A70 Hereford, duo blue, sunroof, heater, 3,000 miles only, registered June, '53, unblemished throughout, taxed; £845; written guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3022

1950 Austin A90 Atlanutic drop head coupe, first regd. 19.1.50, two-tone green with light fawn leather, heater, check seat covers; £675; very carefully used; in really good order.—Herbert Robinson, Ltd., Cambridge. Tel. 4461. [C3053

EXCEPTIONAL opportunity!!!—A70 Hereford saloon, heater, unconditionally guaranteed 6,300 miles, absolutely indistinguishable from brand new, genuine bargain 695gns; terms, exchanges.—Home & Overseas Motors, 160, Finchley Rd., N.W.3. Hampstead 0087-9. [8645

1950 (July) Austin A70 Hampshire saloon, 20,000 miles only, finished attractive blue, fitted radio, heater, loose covers, taxed December, as new; trade enquiries welcomed.—Motourists (London), Ltd., Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [C3018

1950/51 Austin A90 all-electric d/h. foursome coupe, first registered November 1950, finished in blue with matching leather, speedometer reading 16,000 miles which is believed quite genuine, fitted radio, heater, pass and spot lamps, immaculate condition; £625.
CHARLES CLARK & SON, Ltd., Austin House, Chester St., Shrewsbury. Tel. 2051-2. [8629

Austin A70 and A90 Cars Wanted

THE CAR MART Ltd.,
AUSTIN cars
REQUIRED immediately.

MAKE your enquiries to
AUSTIN House, 297, Euston
ROAD London N.W.1.
TELEPHONE Euston 1212.
[0953/R

AUSTIN wanted in good condition for cash.—Valentine 4674, after 6 p.m. [W2018/R

PRIVATELY owned A70/90.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

FULL value paid for A70 or similar.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A70 and A90.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN EIGHTEEN

AUSTIN 18 1939 Norfolk 4-door saloon, full 5 or 7-seater, amazing condition throughout; many others. BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7 (50yds Holland Park Tube). Exchanges, h.p. [C1017

Austin Eighteen Cars Wanted

CMT HE CAR MART, Ltd., London distributors, wish to purchase Austin 18 cars.—297, Euston Rd., N.W.1. Euston 1212. [0956/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 18.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

7-PASSENGER privately owned 1937/38/39 Limousines, also Saloons, urgently required, cash waiting. A. & S., 2 Providence Court, North Audley Street. Mayfair-2941. [W1006

AUSTIN A125 & A135

CAR MART, Ltd.

LONDON Distributors.

1950 Austin A135 Princess saloon, 37,000 miles; £895.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [C1059

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire-purchase specialists.

1949 Austin Sheerline saloon, really immaculate throughout, late property of the managing director of a well-known company, chauffeur driven and maintained from new; 679gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6, Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

B. J. HUNTER, Ltd.

1949 Austin Sheerline saloon, maintained regardless of cost, definitely unmarked; £750.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [C2040

SCOTT CARS offer:—

1949 Princess, radio, heater; this car has been maintained regardless of cost and is in 1953 condition; bargain, £845.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676. [C4016

SCOTT CARS offer:—

1949 Sheerline, radio, heater, immaculate; £685.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676. [C4016

TOM GARNER, Ltd., offer:—

1953 Austin A125 Sheerline saloon, black with fawn leather, 350 miles only; £1,595.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

H. A. SAUNDERS, Ltd., offer:—

1951 Austin Sheerline saloon, black with beige upholstery; radio and heater, recorded mileage 9,800; £895.

836—842, High Rd., N.12. Hillside 5272 (8 lines). [C2027

H. A. SAUNDERS, Ltd., of Worcester.

1952 Austin Sheerline saloon, black with beige leather, 9,000 miles, radio and heater, one careful owner; £1,145.

AUSTIN House, Castle St., Worcester. Tel. 2368. [C4005

GUY SALMON AUTOMOBILES offer:—

1952 Austin Sheerline, grey, 7,000 miles, as new; £1,175.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. [C4001

PHŒNIX MOTOR CO. (SURREY), Ltd., offer:—

1951 (April) Austin Sheerline saloon, black, with beige leather upholstery, 25,000 miles only, fitted built-in radio and heater, windscreen wash, one owner; this car is in quite exceptional condition throughout, current list price £1,852, offered at £925; cars purchased.

PHŒNIX MOTOR COMPANY (SURREY) LIMITED, Sutton Surrey. Vigilant 1121. [C3044

6000 miles, 1952 Austin Sheerline saloon.—Weybridge 600. [C4023

1953 Sheerline saloon, black with beige upholstery, 365 miles only; £1,625.—Sands, Burnham, Bucks 1084. [8252

AUSTIN Sheerline saloon, 1950, black with brown leather upholstery, mileage 44,500, well maintained and in good order; £850 or near offer.—Ratcliff, Durwards Hall, Kelvedon, Essex. [8010

1952 Austin Sheerline saloon, met. grey with grey leather, fitted radio and heater and exceptionally fine condition; £1,085.—Castle's, Church Gate, Leicester. Tel 65251. [8457

1949 (October) Sheerline saloon, black, low mileage, radio and heater, etc., one owner, exceptional condition; £755.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2045

1950 (Sept.) Sheerline saloon, grey/grey hide, sun roof, radio, heater, moderate mileage, an excellent one owner car; £765.—H. A. Saunders, Ltd., Austin House, 144, Golders Green Rd., N.W.11. Speedwell 0011. [C4004

AUSTIN A125 & A135

1952 (May) Austin Sheerline Limousine, chassis with specially designed shooting brake body in natural woodgrain, one owner, speedo reading 6,578, in perfect condition.—Harold Radford & Co., Ltd., Melton Court, South Kensington. Tel. Kensington 6642 (5 lines). [8453

1950 Austin A135 Princess saloon, metallic blue grey with blue leather upholstery, heater, radio, 12,800 miles genuine, one very careful owner, immaculate condition throughout; part exchange, deferred terms; open day and night.—Shaw motors, Ltd., 666-678, Garratt Lane, London, S.W.17. Wim. 5051-2-3. [C4008

LIMOUSINE 1951 partitioned Sheerline, forward occasionals, black, unblemished, low mileage, reasonable cost. Alpe & Saunders, Providence Court, North Audley Street. Mayfair-2941. [C1006

Austin A125 and A135 Cars Wanted

THE

CAR MART, Ltd.

AUSTIN cars

REQUIRED immediately.

MAKE your enquiries to

AUSTIN House, 297, Euston

ROAD, London, N.W.1.

TELEPHONE: Euston 1212. [0552/R

LIMOUSINE 7-passenger Sheerline required immediately, cash waiting. Alpe & Saunders, Providence Court, North Audley Street. Mayfair-2941. [W1006

Austin Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

AUSTINS wanted.—Smith's, 86, Chalk Farm Rd., N.W.1. Gul. 2767. [0822/R

MARSTON MOTOR Co. for your Austin.—Tel. Sta. 6000. Seven Sisters Rd., Tottenham, N.15. [0598/R

HATTONS will buy all post-war Austin models; distance no object.—Lord St., Southport. Tel. 2268. [0788/R

WEYBRIDGE AUTOMOBILE, Ltd., the Austin distributors, urgently require late type Austin.—Tel. Weybridge 233. [0541/R

WANTED, 1949 Austin shooting brake, must be first-class condition.—Thompson, 9, Beresford Drive, Southport, Lancs. Tel. 88155. [8441

Austin Spares and Service

AFIRST-CLASS service for Austin replacement units and vehicle parts; pre-war and post-war spares in stock; open Saturday until 6 p.m.; night service available.—Wimbledon Motor Works, Ltd., Main Parts Stockists, 29, High St., S.W.19. Wim. 0123. [0414/R

NORMAND, Ltd.

THE best service only, highly skilled mechanics with efficient supervision.

NORMAND, Ltd., 406-9 King St., W.6. Riv. 3665. [0223

THE CAR MART, Ltd.,

LONDON distributors; spare parts for all model cars and trucks.

THE CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9 (Hendon 6500); and at 16, Uxbridge Rd., Ealing, W.9 (Ealing 6717); and 362, Streatham High Rd., S.W.16 (Streatham 7751). [0160/R

C. G. NORMAN and Co.

AUTHORISED Austin main spare parts stockists, service spare parts and replacement units.—50, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211. [0271/R

FOR Austin spares and replacement units.—Sands, Burnham, Bucks 84. [0305/R

AUSTIN 7 spares, any year, any part; largest stockists in U.K.; exchange units.—Try Northwood's first.—44-47, Newington Causeway, S.E.1. Hop 2852/2952. [0729/R

AUSTIN 7 spares.—Largest stockists, lowest prices, exchange units, crankshafts, blocks, dynamos, etc.; s.a.e. for list.—Witham's, 18, Balham Hill, S.W.12. Battersea 3280/3769. [0488/R

AUSTIN parts and components for cars, vans and commercial vehicles.—J. Gibbs, Ltd., Main Parts Stockists, Longridge House, Great West Rd., Bedfont, Feltham, Middlesex. Tel. Feltham 4274-5. [0599/R

PRYNN & STEVENS, Ltd., the South London Austin depot; full range of parts and units in stock; exchange engines, gear boxes, pumps, clutches, carburettors, brake shoes and electrical units from stock repairs and service to Austin exclusively.—57, Acre Lane, S.W.2. Brixton 1155. [0184/R

AUTOVIA

GATEHOUSE offer:—

1938 Autovia, black; £525.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mountview 4444. [C2021

BENTLEY (3½, 4¼-litre and New 4½-litre)

LOUIS & Co. offers:—

1935 Bentley 3½-litre 4-door saloon by Freestone & Webb, engine completely overhauled, first-class condition throughout; £650.—56, Lancaster Mews, W.2. Padd. 9196. [C2067

BENTLEY (3½, 4¼-litre and New 4½-litre)

HRO

HR. OWEN, Ltd.,

LONDON'S leading specialists in Rolls-Royce and Bentley cars, offer the following selection:—

1952 4.6 sports saloon, large boot, black with pale blue hide, 10,000 miles; £4,100.

1951 James Young 4-door sports saloon, black and grey with pale blue hide, 32,000 miles; £4,400.

1950 H. J. Mulliner lightweight sports saloon, Oxford and Cambridge blue with blue hide, 14,000 miles; £4,550.

1950 Park Ward 2-door fixed head coupe, black and cream with beige hide, 32,000 miles; £3,950.

1950 standard steel saloon, dark grey with pale blue hide, 28,000 miles; £2,950.

1949 Park Ward d.h.c. power-operated hood, black with light brown hide, 11,000 miles; £3,650.

1939 4¼ overdrive Park Ward sports saloon, black and grey with grey hide; £1,850.

1938 Mann Egerton sports saloon, black with green hide; £1,600.

1934 3½ Park Ward sports saloon, black with blue hide; £795.

WE are interested in the purchase of Bentley cars, and invite communication from owners who have such vehicles for disposal.

HR. OWEN, Ltd.,

17, Berkeley St., London, W.1. Tel. Mayfair 9060. [C3052

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RIPPON BROS., Ltd.

THE leading Northern Bentley specialists.

HAVE a very fine selection of post-war Bentley cars.

RIPPON BROS., Ltd., Huddersfield 7070 (10 lines). Also Bradford, Leeds and Sheffield. [0906/R

SLOCOMBES, Ltd.

1951 standard saloon, 4¼-litre, in two-tone grey and as near new as could be expected; £2,875.

PART exchanges and H.P. terms welcomed; existing H.P. accounts settled. We close at 7.30 p.m. Saturdays 6 p.m. Write, call or telephone.—Slocombes, Ltd., 38-52, Dudden Hill Lane, N.W.10. Willesden 4869. [C4017

PB Ltd. offer:—

1936 3½ Bentley (F.B.) Freestone & Webb, mitred edge, sports saloon.

PADDON BROS., 60, Cheval Place, South Kensington, S.W.7. Tel. Ken. 4477-7478. [C3035

WIMBUSH for Bentleys!!

1952 (May) Bentley Mark VI (NY series) 4¼-litre big-bore Standard saloon, very dark green and brown hide upholstery, perfect and in unmarked condition; accept £3,475.

R. C. WIMBUSH, Ltd., 312, Earls Court Rd., S.W.5. Fremantle 8401. [C4056

WACK OLDING of Mayfair.

OFFICIAL Bentley and Rolls-Royce retailers, offer early delivery of new cars with standard and special coachwork; also the following selection of their used Bentleys:—

1952 Mark VI Bentley Standard saloon, 18,000 miles, for sale on behalf of customer; £3,600.

1951 (June) 4¼-litre Standard saloon, black, brown leather, one owner, 28,000 miles; £3,150.

1951 (March) 4¼-litre Standard saloon, grey, blue leather, 28,600 miles; £3,150.

1949 (March) 4¼-litre 2-door Countryman saloon, grey, polished wood, 58,000 miles; £2,850.

AUDLEY House, North Audley St., W.1. Mayfair 5242. [C5030

SWANMORE GARAGE offer:—

1951 Bentley 4¼ Mark VI; £3,265.

1949 Bentley 4¼ Mark VI; £2,595.

1948 Bentley 4¼ Mark VI James Young; £2,895.

1936 Bentley 3½-litre; £875.

1936 Bentley 6-litre; £575.

EXCHANGES or terms.

SWANMORE GARAGE, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 45544. [C4024

TAYLOR & CRAWLEY offer:—

1949 Bentley (D.Z.) 4¼-litre P.S.C. saloon, 32,000 miles only, most attractively finished in dual colour; £2,525.

1947 Bentley (A.K.) 4¼-litre P.S.C. saloon, 42,000 miles only, many latest modifications; £1,925.

1949 Bentley (E.Y.) 4¼-litre drop head coupe by Park Ward, power-operated, 15,000 miles, one owner; immaculate.—48, Kensington Court, W.8. Western 6015. [C4056

MASCOT MOTORS, Ltd., offer:—

1937 (Oct.) 4¼-litre KT series Freestone & Webb razor edged sports saloon, good history and condition; £1,050.

MASCOT MOTORS, Ltd., 237-243, Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1251-2. [C3007

MANN EGERTON & Co., Ltd. offer:—

1951 Bentley Mk VI Steel saloons, choice of two, both in superb condition with moderate mileage; full details on enquiry.

14, Berkeley Street, London, W.1. Hyde Park 2073. [C2006

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BENTLEY (3½, 4¼-litre and New 4½-litre)

C
M
CAR MART, Ltd.

1953 Bentley H. J. Mulliner light weight 4-door sports saloon, black, 5,000 miles; £5,975.

1951/52 Bentley 4½-litre Standard Steel Mark VI saloon, black (big engine), 10,000 miles; £3,350.

CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1 (Corner of Piccadilly). Grosvenor 3434. [C1039

McKINNON MOTORS, Ltd., offer:—

1948 (May) Bentley, James Young 2-door sports saloon, black, beige leather, sliding roof, radio, immaculate condition; £2,450; part exchanges and confidential terms.

McKINNON MOTORS, Ltd., Langham House, 5, Stafford Rd., Wallington, Surrey. Established 1906. Tel. Wallington 3404. [C3020

H. A. SAUNDERS, Ltd., of Worcester.

1948 (Sept.) Bentley Mark VI standard steel saloon, maroon with beige leather, fitted H.M.V. radio; recently been checked over by Messrs. Bentley Motors, Ltd.; £2,250.

AUSTIN House, Castle St., Worcester. Tel. 2368. [C4005

MANN EGERTON & Co., Ltd., offer:—

1948 (June) Bentley Standard Steel saloon finished in grey with maroon leather upholstery, mileage 49,000, in very exceptional condition throughout and fully guaranteed.

MANN EGERTON & Co., Ltd., officially appointed Bentley Retailers, 5, Prince of Wales Rd., Norwich. Tel. 20481. [8496

H. M. BENTLEY & PARTNERS, Ltd. offer:—

1937 4¼-litre 4-door drop head foursome, 27,000 miles.

1935 3½-litre Utility, good history; £725.

9 Albemarle St., London, W.1. Tel. Grosvenor 5551. [C1018

CLARKES OF PIRBRIGHT, official Bentley retailers, offer:—

1953 model 4½-litre Bentley, large boot, duo-grey, chauffeur maintained.—Pirbright, Surrey. Brookwood 2201-2. [C1049

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

CHARLES FOLLETT, Ltd., accredited Rolls-Royce and Bentley repairers and retailers, offer:—

1950 Bentley Mark VI standard steel saloon, midnight blue, blue leather, one owner, 35,000 miles; just decarbonised; supplied new by us; full history available; £2,785.

1949 Bentley Mark VI 4-door sports saloon by H. J. Mulliner, black, blue leather, very good history, most attractive car, highly recommended; £2,850.

OFFICIAL retailers and repairers, 18, Berkeley St., W.1. Mayfair 8266. Service Works and Stores—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

1936 Bentley 3½ Park Ward sports saloon, 4-door, black, private owner; £750.—Tel. Tunbridge Wells 3591. [8571

1950 (Sept.) Bentley H. J. Mulliner saloon, black, fawn leather, covers, radio, 5,000 miles only, condition like new.—Below.

1953 (Aug.) Bentley Steel saloon, 300 miles.—Sidney Marcus, Ltd., 35, Sloane St., S.W.1. Tel. Sloane 3557. [C3006

EDWARDS & Co. (BOURNEMOUTH), Ltd., Bournemouth. Tel. 1272, officially appointed Bentley retailers and repairers; reliable used cars in stock. [5361

1951 Bentley Mk. VI Standard Steel saloon, black 4¼-litre, big engine, 16,000 miles, new condition; £3,100.—Selway, Little Rissington, Glos. [8528

1937 Bentley 4¼-litre Park Ward saloon, exceptional condition; £900.—R. A. Pryce, c/o Coach and Horses, South Perroth, Beaminster, Dorset. [8590

1947 Mark VI standard steel saloon; £1,000 overhaul at Bentleys, bills available; latest modifications; £1,875.—Mansfield Autos, Ltd., Euston 2587. [C3001

BENTLEY 3½-litre 1936 drop head coupe, recent extensive overhaul; reasonable.—Simmon's, 12, Rex Place, Park Lane, W.1. Grosvenor 1188 or 2635. [C4014

BENTLEY 4¼ 4-door sports saloon, immaculate order; guaranteed 6 months; reasonable price.—Frank Dale, 61, Lancaster Mews, W.2. Paddington 4681. [C1067

1950 (June) standard steel saloon, fitted H.M.V. radio and heater, a G.T. series, is almost equal to new condition; £2,695.—Robbins, East Putney. Tel. 4581. [C3010

1937 3½-litre Park Ward saloon, black and silver grey, chauffeur maintained, moderate mileage, Bentley serviced, exceptional condition; offered privately, £1,475.—Box 0457 [8594

1935-6 Bentley 3½-litre Park Ward sportsman's saloon; this car is unmarked, finished in black with dark blue leather interior, fitted many extras, a really genuine example; £650.

MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Salford, 6, Manchester. Pen. 3457. [C3000

1951 (May) Bentley Mk. VI standard steel saloon, met. green, beige leather, 36,000 miles, one owner, above average condition and well maintained.—Castle's, Church Gate, Leicester. Tel. 65251. [8459

1950 Bentley standard steel saloon, latest type suspension, low mileage, colour grey, immaculate car, all extras, £2,750; exchanges, etc.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. Molesey 6199. [C3097

BENTLEY (3½, 4¼-litre and New 4½-litre)

J
B
JACK BARCLAY, Ltd.

EXCLUSIVELY for Rolls-Royce and Bentley.

LARGEST Official Retailers of Rolls-Royce and Bentley; please write for stock list; open until 8 p.m.

EXAMPLE: 1950 Mark VI sports saloon by H. J. Mulliner, painted Tudor grey with blue upholstery, speedometer reading 43,000 miles; price £2,950.—Jack Barclay, Ltd., Berkeley Sq., London, W.1. Open until 8 p.m. Tel. May 7444. [C1062

1947 Standard steel Mark VI Bentley, 60,000 miles, complete history; £1,875 (part exchange welcomed).—Clayton's Cars (London), Ltd., 357, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines) [C1050

1935 Bentley 3½-litre saloon by Park Ward, black with brown leather, fitted heater and radio, two owners from new.—Watsons (Gt. Yarmouth), Ltd. Tel. 3677. [8536

BENTLEY Mark VI 4¼-litre Standard Steel saloon, black with brown leather upholstery, all accessories, one owner, low mileage, first registered September, 1948, immaculate condition interior and exterior; price £2,375.

THREE months comprehensive guarantee, part exchange and hire-purchase terms.

KENNINGS, Ltd., Leadmill Rd., Sheffield, 1. Tel. 26451. [8706

1947 Standard Steel Rolls-Bentley Mark VI with 1949 body modifications, in superb condition throughout, an exceptional car for its year, driven and maintained as a show car for our coachbuilding department; £2,300.

ALL inquiries to Head Office, Carrs Auto Sales, Ltd., Standard House, South End, Croydon. Tel. Croydon 6068. [7372

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£645!!!—Bargain; 1935 Bentley 3½-litre special sports saloon, Thrupp & Maberly, costing well over £2,000, particularly attractive appearance, unblemished interior; real opportunity; 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

ROSE & YOUNG, Ltd., offer 1949 Bentley Mark VI standard steel saloon, 36,000 miles only, immaculate condition; £2,365.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station.) Tulse Hill 6464. [C3057

1929 Bentley 6½-litre drop head coupe, maintained regardless of cost by enthusiast, included are two spare brand new tyres and extra spare wheel; £225.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [C1016

1951 (May) Bentley Standard Steel saloon, black with beige leather, mileage 21,000, all new India tyres, taxed; this car is in original condition and unmarked; £3,050.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [C3011

1935 (July) Bentley 3½-litre Park Ward sports 4-door sun saloon, with ride-control, H.M.V. radio, heater, loose covers, spotlamp, taxed December; £750; trade enquiries welcomed.—Motourists (London), Ltd., Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [C3018

JACK ROSE, Ltd., offer: 4¼ Bentley 4-door razor-edge saloon by Freestone & Webb, in black and red hide, interior almost unmarked, radiator and all bright parts silver plated; car with Bentley history; accept £1,025.—Stafford Rd., Wallington, Surrey. Wallington 6677-8. [C3056

ROLLS-BENTLEY 1938 (March) 4¼-litre Gurney Nutting 4-door sports saloon, black/grey, chassis B.162.LS, fitted push-button radio, windscreen washer, heater, etc., Bentley history with car; £4,300; part exchange, terms.—Apply Mollett, 33, Shirley Rd., Southampton. Tels. 71783 and 74224. [8055

BENTLEY (3½, 4¼-litre and New 4½-litre)

1939 Bentley 4¼-litre Vanden Plas 4-seater convertible, one owner only, total mileage 79,000, £600 complete overhaul by Bentley's at 65,000 miles, recellulosed grey, new grey hood, red leather, radio, whole car immaculate; £1,675.—A.F.N., Ltd., Falcon Works, London Road, Isleworth, Middx. (Hounslow 0011.) [C2015

BENTLEY 1950 VI. P8C saloon, privately owned, black with powder blue hide and deep blue mats, impeccable interior and exterior, super mechanical condition, checked by agents, all necessary work carried out, plus engine mods., tyres as new, spare unused, many extras, chauffeur driven, absolute genuine snip, £2,645; consider small car.—A., 1023, Garratt Lane, S.W.17. Balham 3351. [7253

CAMDEN MOTORS for Bentleys.—We offer to the discerning Bentley enthusiast a genuine 1937 model 4¼-litre Bentley drop head foursome coupe with elegant Park Ward body styling, finished in black with interior upholstery in best quality leather, first registered and delivered in April, 1937, and in the hands of one careful owner for a number of years, expensively equipped with excellent radio, heater, etc.; opportunity to acquire a true thoroughbred for the very modest outlay of £795.

CAMDEN MOTORS for Bentleys.—Another example of magnificent value; 1935 Mulliner sports saloon, well maintained and especially recommended for its outstandingly economical but equally satisfying performance, recent overhaul and engine reconditioning by accredited Bentley specialists (bills, etc., available); £585.

CAMDEN MOTORS for Bentleys, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035

1951 Mark VI Bentley, in quite exceptional condition, a one owner car which has been meticulously maintained and serviced by the makers, finished in black and beige with brown leather and carpets to match, fittings include radio, heater, demister and screen washer, full history available; we know this car intimately and strongly recommend it; guaranteed; £2,995.—H. A. Fox & Co., Ltd., officially appointed Bentley retailers, 3-5, Burlington Gardens, Old Bond St., London, W.1. Tel. Regent 7687. [8428

H. A. FOX & Co., Ltd.—Mileage only 5,000, Standard steel saloon on Bentley "R" type chassis, body finished in attractive two-tone green, trimmed in biege leather, piped dark green; fittings include radio, heater, demister, screen washers, rear window demister and a large luggage boot; this car was first registered in April last and is as new; offered at a reasonable price under guarantee.—H. A. Fox & Co., Ltd., officially appointed Bentley retailers, 3-5, Burlington Gardens, Old Bond St., London, W.1. Tel. Regent 7687. [8450

SPORTS 4-door 3½/1934 H.J.M. saloon, leather, boot, £300 Derby overhaul, nice chassis, exceptionally attractive, history available, exceptional value, low cost.—Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1006

BENTLEY (PRE 1931)

L. F. WARD, Ltd.

1928 4½-litre open 4-seater, ex Tim Birkin Le Mans car, recent £450 engine overhaul, outstanding car.

L. F. WARD, Ltd., Hanover Court Yard, Hanover St., London, W.1. Tel. Mayfair 0146. [C4043

3-litre Red Label Bentley, 1927, short chassis sports, all bills; £225.—Tel. Ravensbourne 7322. [8553

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars." [C5041/R

1925 Red Label Bentley, short chassis series s.s.; £250 o.n.o.—Robinson, Bedford Dye Works, Clapham Rd., Bedford 67341. [7699

Bentley Cars Wanted

C
M
THE CAR MART, Ltd., wish to purchase Bentley cars.—Gloucester House, 150, Park Lane, W.1. (Corner of Piccadilly.) Grosvenor 3434. [0958/R

R
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bentley.—Hampstead (Tube), N.W.3. Ham. 604' [W4018/R

SEE "Exchange."—Lewis Motors, Gerrards Cross. [9067

BENTLEY Mark VI wanted, preferably under 30,000 miles.—Bowles, 2, Elm Park Court, Pinner. Tel. 360.

BENTLEY required; drop head coupe preferred, but not essential; must be after 1949.—Box 0408. [8126

WANTED privately, post-war Bentley, must be good condition, moderate price.—Particulars Box 0458. [8595

REQUIRED, good used Bentley.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

HATTON MOTORS, Ltd., Birmingham, will buy or part exchange your 3½- or 4¼-litre Bentley.—71, Broad St., Midland 2437. [0557/R

WEYBRIDGE AUTOMOBILES, Ltd., officially appointed special retailers, urgently require late type Bentleys. Tel. Weybridge 253. [0540/R

BENTLEY sports saloon (1934/1939) required; must be in good condition and pass Bentley test.—Smith, "Barncluith," Tanworth-in-Arden. [8117

WE will buy or part exchange your Bentley for a new one.—Loxhams Rolls-Royce & Bentley Showrooms, Fishergate, Preston. Tel. 4245. [W2064

WE are open to purchase any type pre-war Bentley cars, complete or otherwise.—Compton, 69, Westow St., Crystal Palace, S.E.19. Livingstone 3362. [0062/R

1938-9 4¼ Bentley foursome d.h. coupe and saloon.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874/5. [8456

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Bentley Cars Wanted

R. S. MEAD (SALES), Ltd., are interested in purchasing any post-war Bentley cars.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [W3011

H. F. EDWARDS urgently require good Bentley for immediate cash; distance no object.—Details please to 28, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001

CHARLES FOLLETT, Ltd.—Officially appointed retailers and repairers, buy good late cars.—18, Berkeley St., W.1. Mayfair 6266. Service works and stores: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0592/R

Bentley Spares and Service

JACK BARCLAY, Ltd.,

LARGEST official repairers Bentley cars.

SERVICING or overhauls.

COACHWORK renovations and accident work.

LARGE stocks of spares.

WORKS: Lombard Rd., Merton, S.W.19 (close 8th Wimbledon Tube). Liberty 7222 (8 lines). [81082/R

CHARLES FOLLETT, Ltd., officially appointed retailers and repairers.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0593/R

ALL spares and replacements for pre-war Rolls-Bentleys; full repair service at most reasonable prices.—Comptons, 69, Westow St., Crystal Palace. Tel. Livingstone 3362. [0490/R

JACK OLDING, official retailers and repairers reception in the heart of Mayfair; complete overhauls, mechanical or coachwork.—Tel. Mayfair 5258 for collection.—18, Providence Court, W.1. [83030/R

B.M.W.

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

BOND MINICAR

1952 Bond Minicar, excellent running order, 85-90 m.p.g., insured 22.8.54; £225.—Tel. Shanklin 2025. [8613

Bond Minicar Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bond.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

PRIDE & CLARKE, Ltd., the Bond Minicar buyers; H.P. accounts settled, exchanges.—Stockwell Rd., S.W.9. Brixton 6251. [0543/R

Bond Minicar Spares and Service

RAYMOND WAY for Bond Minicar repairs, spares and service under Bond trained service manager; no job too big or too small; free advice on all Bond models, latest modifications can be fitted to older models if required.

RAYMOND WAY, of Kilburn. [0827/R

BRISTOL

SLOCOMBES, Ltd.

1952 Bristol 401 saloon, in green with beige interior, 5,000 miles and absolutely immaculate, radio and heater, chrome wheels; £1,975.

PART exchanges and H.P. terms welcomed; existing H.P. accounts settled. We close at 7.30 p.m. Saturdays 6 p.m. Write, call or telephone.—Slocombes, Ltd., 38-52, Dudden Hill Lane, N.W.10. Willesden 4869. [C4017

KEVILL DAVIES & MARCH, Ltd.

OFFICIAL Bristol retailers.

41—42, Hay's Mews, Berkeley St., W.1. Gros. 2563. [C2054/R

1952 Bristol 401 saloon, 6,000 miles; £2,100.

GORDON CARS (LONDON), Ltd., 373, Euston Rd., N.W.1. Eus. 6611. [C2023

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

UNIVERSITY MOTORS, Ltd., guaranteed cars always available.—80, Piccadilly, W.1. Grosvenor 4141. [0618/R

MODEL 400 Bristol saloon, first registered 1949, repainted dark blue, engine overhauled, taxed year; £995.

C.M.C. (CATERHAM), Ltd., Surrey. Tel. Caterham 4242. [8402

BRISTOL 400 saloon, extremely fast, smart car, with radio, windscreen washers, etc.; £885.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. [C4036

1949 Bristol 400, 30,000 miles, bills for £400 available; £1,125; (part exchange welcomed).—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1050

FRAZER-NASH CARS usually have in stock for sale used Bristol cars in good condition at reasonable prices.—A.F.N., Ltd., Falcon Works, London Rd., Isleworth, Middlesex. (Hounslow 0011.) [C2015

1949 Bristol 400, 30,000 miles, bills for £400 available; £1,125.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1050

1950 Bristol 401 saloon in Bristol red, radio, heater, in beautiful condition, considered one of the smartest, often taken to be new; £1,650.—Southwinds, Smugglers Walk, W. Worthing. Goring-by-Sea 42151. [C4027

BRISTOL

1952 (May) Type 401 16,000 miles, finished in heather grey with beige leather, superb condition throughout, one owner since new; £1,975.—George Newman & Co. (Brighton), Ltd., 39/40, Old Steine, Brighton 28102/4. [C3023

Bristol Cars Wanted

B. J. HUNTER, Ltd.,

FOR immediate purchase of your Bristol.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [W2040

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bristol.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

A.F.N., Ltd., will purchase for cash Bristol Type 400 and Type 401 cars.—Falcon Works, London Rd., Isleworth, Middx. (Hounslow 0011.) [0476/R

H. F. EDWARDS urgently require good Bristol for immediate cash; distance no object.—Details please to 200, Great Portland St., London, W.1. Tel. Langham 0012. [W2005

B.S.A.

1937 B.S.A. 4-wheeler Scout, good running order; £80.—Carpenter, Brymdo, Llanwddyn, Oswestry. [8407

B.S.A. Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for B.S.A.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

B.S.A. Spares and Service

BASIL ROY, Ltd.—B.S.A. (Scout model) spares; comprehensive stock; wholesale and retail.—161, Gt. Portland St., W.1. Langham 7733. [0144/R

BUGATTI

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts, Welwyn 461-2-3, offer:—

TYPE 57S, rebuilt regardless of cost and registered 1950, 2 seater sports, winner of many races, genuine 115mph, docile in traffic, fitted with 4 S.U. carburettors, in faultless condition, photo available; £495. [C1001

Bugatti Spares and Service

J. LEMON BURTON, Bugatti service, Lonsdale Rd., Kilburn, N.W.6. Maida Vale 1551. [0071/R

BUICK

SIMPSON'S offer:—

1951-2 Buick, fitted with radio, heater, seat covers and all extras, r.h.d., colour black.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley. Wembley 8691/5903. [C4015

LIMOUSINE 1937, roomy 7/8-seater, renovated not ex hire, £985; exchanges.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. [C2022

RHD 1947 Buick, radio and heater, colour black.—Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3. Kensington 4858. [C4028

1949 Buick super jet black Sedanette, 24,000 miles only, one owner, radio, heater; £1,175.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. [C4056

BUICK 1939 Roadmaster saloon, with partition, Marchalls, maintained-agents, £325 o.n.o.; also axle, engine, gear box, 1938 51hp for sale.—56, Charmouth Rd., Welling, Kent. [8735

BARGAIN!!!—1939 Buick, 50hp, column change, sunshine roof, heater, beautiful condition throughout, must be sold; only £295; terms, exchange smaller car.—Tel. Bristol 36655 or 22748. [8579

BUICK 1950 4-door sedan, £1,275; a luxurious type of car with the latest body styling, in immaculate condition throughout, guaranteed mechanically faultless; hire purchase or part exchange.—Val. 4674, after 6. [C2018

Buick Cars Wanted

JOE THOMPSON (MOTORS), Ltd., require Buicks.—97, Fulham Rd., S.W.3. Kensington 4858. [W4028

METCALF & MUNDY, Ltd., will buy your Buick car.—280, Old Brompton Rd., S.W.5. Fremantle 5471. [W3064

7-SEATER private 1937/38 Limousines required, cash waiting. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [W1006

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Buick buyers; also large selection for sale. See under "American Cars."—Wembley 8691/5903. [W4015/R

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Buick models.—Showrooms: Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. [0504/R

Buick Spares and Service

BUICK sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0141/R

CADILLAC

TAYLOR & CRAWLEY offer:—

1948 Cadillac convertible, all power operated, hydramatic, low mileage; £1,775.—48, Kensington Court, W.8. Western 6015. [C4056

Cadillac Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Cadillac buyers.—Wembley 8691/5903. [W4015/R

JOE THOMPSON (MOTORS), Ltd., require Cadillacs, 97, Fulham Rd., S.W.3. Kensington 4858. [W4028

METCALFE & MUNDY, Ltd., will buy your Cadillac car.—280, Old Brompton Rd., S.W.5. Fremantle 5471. [W3064

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Cadillac models.—Showrooms: Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. [0004/R

Cadillac Spares and Service

CADILLAC sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0012/R

CHEVROLET

GATEHOUSE offer:—

1936 Chevrolet saloon, black, one owner, 36,000 miles; £265.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mountview 4444. [C2021

1949 Chevrolet Styleline 2-dr. saloon, r.h.d., heater; £1,085.

1949 Chevrolet Styleline 4-dr. saloon, radio and heater, r.h.d.; £1,195.

CHOICE of other Chevrolets in stock.

BRITISH & COLONIAL MOTORS, Ltd. (Distributors for London and Home Counties), 13-14, Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027

RHD Chevrolet 4-door saloon, 2,000 miles only.—Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3. Kensington 4858. [C4028

1948 Chevrolet de luxe estate car, 35,000 miles, one private owner; £1,075.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. [C4056

Chevrolet Cars Wanted

METCALFE & MUNDY, Ltd., will buy your Chevrolet car.—280, Old Brompton Rd., S.W.5. Fremantle 5471. [W3064

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Chevrolet buyers, also large selection for sale. See under "American Cars."—Wembley 8691/5903. [W4015/R

BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [W1027/R

Chevrolet Spares and Service

CHEVROLET spares and repairs for private vehicles; distributors for London and Home Counties.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027/R

CHRYSLER

SIMPSON'S offer:—

1949 Chrysler saloon, 4 door fitted with radio, heater, and all extras, white-wall tyres, r.h.d., colour black.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High St., Wembley. Wembley 8691/5903. [C4015

1937 Chrysler Kew 20hp, in nice condition; £120.—42, Putteridge Rd., Luton, Beds. Luton 4874. [8474

£195—1937 Chrysler Richmond de luxe saloon, clean condition; £85 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

RHD 1952 Chrysler de luxe fluidmatic drive 4-door saloon, colour blue, 7,000 miles, guaranteed.—Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3. Kensington 4858. [C4028

1951 Chrysler Windsor saloon, r.h.d., radio and heater, loose covers, low mileage; £1,345.—British & Colonial Motors, Ltd. (distributors for London and Home Counties), 13/14, Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027

LIMOUSINE, Isis, imperial, 34hp, partition, forward occasionals, black, carefully maintained, £295. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1006

Chrysler Cars Wanted

AUTO SALES (LONDON), Ltd.

CHRYSLER distributors will purchase all types of Chrysler vehicles.—59-65, Belsize Rd., Swiss Cottage, N.W.6. Mal. 5555/2155. [0645/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Chrysler.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Chrysler Spares and Service

AUTO SALES (LONDON), Ltd.

CHRYSLER distributors, spares for all models, exchange reconditioned units in stock.—59-65, Belsize Rd., N.W.6. Mal. 5555/2155. [0495/R

CHRYSLER Specialists, comprehensive spares, engines and exchange units for all models.

CHURCH ROAD ENG. Co., Ltd., Hadleigh, Essex. Tel. Hadleigh, Essex 57271. [9684

CHRYSLER Specialists, repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2254. [0561/R

CITROEN

BM

BIG 6-cylinder Citroen sun saloon, 1950, in first-rate order throughout, 17,200 miles, spotless black cellulose, red leather upholstery and carpets, and beautiful chromium, two new front tyres, two excellent rear tyres; features, Brooklands steering wheel, hand ignition, heavy-duty bumpers, incorporating set-in front number plate, badge bar, twin "foot lights and horns, centre arm rest at front and rear, heater, taxed; a family 6-seater saloon with sports car performance (road test 0-50 in 12.6 seconds, yet 19.1 mpg), and legendary Citroen qualities of road holding and braking; £690 or exchange.—Beverley Motors, Beverley Rd., Highams Park, London, E.4. Larkswood 7208 or 2051. [C1096

JOHN S. TRUSCOTT, Ltd., for Citroen.

ONLY first-class examples are offered.

OFFICIALLY appointed Citroen agents.

NEW models from stock.

EXCHANGES, deferred terms.

JOHN S. TRUSCOTT, Ltd., 173, Westbourne Grove, W.11. Bay 4274. [C4055

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

CITROEN

CAR MART, Ltd.

1952 Citroen Light 15 saloon, 8,000 miles; £775.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3454. [C1039

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

CITROEN 12.8 saloon, 1937 model, good mechanical order; £135.—Tel. Ore. 2584. [8541

WORTHING MOTOR Co., Ltd., for Citroen sales, spares service.—Tel. Worthing 71. [4734

1952 Citroen Light 15, 1,100 miles; £750.—Ward, Hazel Blade House, Hednesford. [8732

1946 Citroen Light 15, radio, heater, spots, recent overhaul; £595.—Cutteridge, 4, Imperial Rd., Bristol, 6. [8561

1947 Citroen Light 15 saloon, guaranteed; £395, payments.—Oldfield, 586, Kensington High St., W.14. Wes. 6631. [C3029

1951 15hp Citroen saloon, 27,000 miles, black and red, taxed; £675.—Woking Motors (Maybury Hill), Ltd., Woking 1928. [C4057

CITROEN 6-cyl. sal., 1951, metallic grey, one owner, excellent condition, fully guaranteed; £795.—C. G. Norman & Co., Vic. 2211. [6490

CITROEN 1948 special 4-speed twin carburettor saloon, radio, innumerable extras; £550.—Bartlett, 27a, Pembridge Villas, W.11. [C1013

CITROEN 12, Aug. 1936, R.W. engine, recon. king pins, repainted, elecs. renewed, rad., tax, insured; £78/10.—94, Clapham Manor St., S.W.4. [8520

1950 Citroen 15 de luxe saloon, most beautifully finished black with red leather interior, fitted radio, heater, taxed yearly, genuine small mileage; £560.

MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Salford 6, Manchester. Pen. 3457. [C3000

£445.—1947-8 Citroen 4-door de luxe, really excellent, one owner.—G.P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yards Clapham South Tube). Batt. 1107-8-9. [C2024

£215!—Citroen super modern 12 F.W.D. saloon, miles better than most, 2 owners, very clean and rust free, specially made fitted trunks in baggage compartment, obviously a car that's been looked after. —Cardinal Motors, Tel. 4344, Eythe Bridge St., Oxford; terms, exchanges. [8546

1939 model Citroen Big family 15 long wheel base de luxe saloon, 6 windows, extra occasional seat face forward, interior as new (hide), engine 100%, very attractive and fast, the car all round is very sound and has had only one owner since 1939; £375.—Imperial 4568. [8653

HINDHEAD MOTOR WORKS offer 1952 Light 15, grey with red leather, heater, windscreen washer, taxed year, one owner, £800; 1950 model Citroen Light 15, green with beige upholstery, one owner, £625; 1940 Citroen 6-cylinder, black with red leather, taxed year, £795; new models from stock.—The Hindhead Motor Works, Ltd., for Citroen sales and service, Hindhead, Surrey. Tel. Hindhead 663. [C3061

1938 Citroen Light 15 saloon, in faultless mechanical order, loving owner having spent £107/8/7 on thorough overhaul in May, in addition, four new tyres, new roof lining, excellent interior, paintwork not perfect, but all chromium bright, fittings excellent, an inexpensive car to buy with braking, roadholding and performance of incomparable Citroen virtue; £530; only for sale due to extraordinarily persistent matron on prowl for school fees.—David Russell, 146, Piccadilly, London, W.1. Mayfair 8272. [8615

Citroen Cars Wanted

CMT THE CAR MART, Ltd., wish to purchase Citroen cars.—150, Park Lane, W.1. Grosvenor 3454. [0172/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Citroen.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

ACE SERVICE STATION (LONDON), Ltd.

THE Citroen distributors are the largest buyers of used Citroen cars in the British Isles; trade enquiries welcomed.

NORTH Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). [W1000/R

REALLY good second-hand Citroen required.—Cobb, 30, Harley House, N.W.1. [W1086

CITROEN in good condition for cash.—Tel. Valentine 2098 or 4674 after 6 p.m. [W2018

REQUIRED, good used Citroen.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

CITROEN.—John S. Truscott, Ltd., urgently require good examples; highest prices for cash or exchange. —175, Westbourne Grove, W.11. Bay. 4274. [W4035

H. F. EDWARDS urgently require good Citroen for immediate cash; distance no object.—Details please to 28, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001

Citroen Spares and Service

SOUTH of the Thames.

BALES of Croydon, distributors and specialists for over 25 years; repairs, overhauls and spares.—Tel. Croydon 3131-2. [0187/R

THE HEADINGLEY MOTOR & ENG. Co., Ltd., 8, Otley Rd., Leeds, 6. Tel. 52627-8.

THE Citroen Specialists, all spares stocked, immediate exchange drive shafts, gear boxes, steering units, etc. [0061/R

WOODFORD CAR MART, Essex distributors for Citroen cars, sales, service and reconditioning.—Woodford New Rd., Woodford Green, Essex. Buckhurst 8017. [0200/R

Citroen Spares and Service

WIDCOMBE GARAGES, Ltd., Pulteney Rd., Bath 4863.—Citroen parts, reconditioned drive; trains 48-hr. service. [9096

SHRIMPTON'S MOTORS, Ltd., London Distributors, Head office and showrooms.—242-244, Brompton Rd., S.W.3. Kensington 9464.

SPARES and service.—47, Montrose Place, Halkin St., Hyde Park Corner, S.W.1. Tel. Sloane 5490. [0727/R

CITROEN.—We are distributors for N.W. Kent and specialise in reconditioning these cars; front drive assemblies fitted from stock.—Barnehurst Garage, Ltd., Bexleyheath 725. [0746/R

BOWES ROAD GARAGE & ENGINEERING Co., Ltd., Bowes Rd., N.11 (Bow 2284); specialists on Citroen body repairs and mechanical overhauls, swivel joints reconditioned 48-hr., all spares stocked. [0585/R

CONNAUGHT

L. F. WARD, Ltd.

1952 Connaught sports 2-seater, 9,000 miles, green, fitted windscreen sprays, luggage rack, all-weather equipment, very attractive car.

L. F. WARD, Ltd., Hanover Court Yard, Hanover St., London, W.1. Tel. Mayfair 0146. [C4043

1953 Connaught 2-seater sports, 1,330 miles, amazing bargain; £745.—Richards & Carr, 55, Kinnerton St., London, S.W.1. Sloane 5424. [C5045

DAIMLER

R. F. FUGGLE, Ltd.

1951 Daimler Consort saloon, genuine mileage 4,000, fitted radio, colour blue; £1,325.

R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1685. [C2017

BOON & PORTER, Ltd.

1951 Consort saloon, grey/blue, mileage 21,000, one owner, radio, heater, Cadwell charger and engine heater, magnificent throughout; £1,075.—Castelnau, S.W.13 (By Hammersmith Bridge), Riverside 4444. [C1022

JACK OLDING & Co., Ltd., offer:—

1953 (August) Daimler Conquest saloon, black, H.M.V. radio, heater, 2 weeks delivery, 15,000 miles; £1,495.

1951 (May) Daimler Consort saloon, black, red leather, radio, heater, loose covers, 20,000 miles, one owner; £1,150.

AUDLEY House, North Audley St., W.1. Mayfair 5242. [C3030

STRATSTONE, Ltd., Daimler Distributors.

DAIMLER 2½-litre Conquest saloon (1953), mileage under 5,000, as new; £1,450.

DAIMLER 2½-litre Consort (1951), black with beige leather, low mileage; £1,150.

DAIMLER 2½-litre saloon (1949), blue with blue leather, most attractive; £895.

DAIMLER 4½-litre limousine, blue with cloth to rear, very well maintained; £450.

STRATSTONE, 40, Berkeley St., W.1 (Mayfair 4404). Service: 7, Herbrand St., Russell Sq., W.C.1 (Terminus 7064). [C4022

BROOKLANDS: Individuality, new and used cars.

1953 Daimler Conquest saloon, mileage 1,500.

103 New Bond St., London, W.1. Mayfair 8351-6. [C1029

DAIMLER 16hp 1937 sportsman's saloon, one owner, reasonable price; Ken. 5718.—Box 0555. [8696

£545.—1947 Daimler 3½-litre saloon, recon. engine, taxed year; bargain.—Ring Gulliver 2662. [8684

1947 Daimler 2½-litre saloon, magnificent car; £610.—Autowork, Ltd., Winchester. Tel. Winchester 4834. [C1010

1936 Daimler 15 saloon, one owner since 1936; £250.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [C1076

DAIMLER 1936 20hp saloon, black, red leather, in good order throughout, new battery; £125 or best offer; seen Harley St., W.1.—Tel. Lan. 1118. [8729

£995!!!—Daimler Consort saloon, 1951, titled owner (local M.P.), with private chauffeur, car used for infrequent formal occasions, a beautiful specimen.

£695!!!—Daimler 2½-litre saloon, February, 1947, dark blue with interior leather upholstery to match, car returned to Daimler works last year for complete overhaul to engine and chassis, exceptional order.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035

1952 Daimler Consort, 11,000 miles only, excellent condition, black/green upholstery; £1,275.—E. F. S. Motors, Kingston By-Pass, Esher. Tel. Emberbrook 3000. [C2004

DAIMLER 2½-litre 1947 black sun saloon, heater, radio, taxed, 32,000 miles, exceptional condition; £750.—Welham, Surbiton Hill Rd., Surbiton, Elmbridge 1873. [0962/R

ROYS offer 1938 Daimler 2-litre saloon, discs, original; £350; h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station). Euston 2700 and 8894. [C3059

1950 51 Daimler Consort saloon in black with green leather, one very careful owner since new, genuine 31,000 miles only, fitted heater and taxed remainder of year; specimen car throughout; £995.

CHARLES CLARK & SON, Ltd., Austin House, Chester St., Shrewsbury. Tel. 2051-2. [8630

1939 EL24 7-passenger limousine, semi-razor-edge body with division, widest face-forward occasional, £500 recently spent on overhaul, recellulosing, new Bedford Cord at rear and leather front, almost indistinguishable from new, must be seen to appreciate its condition, £750; exchange and terms.—Palmers, 4, Russell Gardens Mews, Kensington, W.14. Park 9704. [C3034

DAIMLER

1953 Daimler Conquest saloon, black with brown leather upholstery, fitted H.M.V. twin-speaker radio, taxed for the year, only 2,000 miles from new; £1,525.—Coventry & Jeffs, Ltd., Bristol 20091. [8657

LIMOUSINE, 1937/32hp, partition, widest occasionals, swept tail, black, exceptional condition throughout, concealed luggage carrier. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1006

Daimler Cars Wanted

KIRKWOOD CARS buy most types of Daimler.—78, Streatham Hill, S.W.2. Tulse Hill 1288. [W2037

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Daimler.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

WANTED, Daimler 16.2hp 1939-1940 saloon, must be in good condition; state full particulars, price.—Box 0370. [8105

7-PASSENGER 1937/38/39 privately owned EL.24 also 1938/32hp Limousines required, cash waiting. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [W1006

Daimler Spares and Service

PRESELECTOR gear boxes.—H. & A. Engineering, 35, Grant Rd., Addiscombe 2931. [0145

DAIMLER and Lanchester specialists.—Debnam Motors, 17 Atherstone Mews, S.W.7 Western 4541. [6432

ARCOT ENGINEERING, Ltd.—Preselecter gear boxes, exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0236/R

KINGSTON-ON-THAMES.—Daimler sales and service. —G. W. Wilkin, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241-2. [84053/R

CROYDON.—Donald Vince & Co., Ltd., Daimler and Lanchester specialists, for sales and service.—Kidderminster Rd., Croydon 5775. [0688

ALLEN'S Victoria Rise, Clapham, S.W.4. Daimler and Lanchester appointed agents and specialists for spares repairs, etc.—Tel. Macaulay 6252-4 and 4199. [0460/R

DELAGE

ELITE MOTORS offer:—

1939 Delage D675 sports saloon, large continental type rear boot, black cellulose with green leather interior, Cotal gear box, the whole car is in post-war condition and open to any trial or inspection, immediate delivery for £132 deposit; cash price £595.

ELITE MOTORS, 951-961, Garratt Lane, Tooting Broadway. Tel. Balham 2474 (10 lines). [C2005

BROOKLANDS.—Individuality, new and used cars.

1951 Series Delage D.6 saloon, mileage 9,000.

103 New Bond St., London, W.1. Mayfair 8351-6. [C1029

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

1950 (Dec.) Delage D.6 saloon, extraordinary good condition; £1,350.—Clayton's Cars (London), Ltd., 357, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1050

Delage Spares and Service

SELBORNES, World Concessionaires, engine and body repairs; parts supplied.—82, Park St., W.1. [0659/R

DELAHAYE

SELBORNES, World Concessionaires.—135M sedanca, 275 miles only; greatly reduced price, £2,550.—82, Park St., W.1. [6508

Delahaye Spares and Service

SELBORNES, World Concessionaires, engine and body repairs; parts supplied.—82, Park St., W.1. [0660/R

DELLOW

GORDON GARAGE (DULWICH), Ltd., Dellow distributors for London and South-Eastern counties.—33-35, East Dulwich Rd., London, S.E.22. New Cross 5704. [0610/R

DELLOW 1950 in excellent condition, reconditioned engine, Woodhead-Monroe shock absorbers, Wade super-charger not fitted but included; £425 or nearest offer.—Midland Road Tank Services, Ltd., 5, Green Lane, Walsall 5674. [8597

DE SOTO

SIMPSON'S offer:—

1951-2 De Soto station waggon, fitted with radio, heater, and all extras, l.h.d., colour green.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley, Wembley 8691/5903. [C4015

DIESEL

DIESEL car.—Perkins/RR conversion, chassis 1923 40/50, 7-str. saloon, Perkins Leopard.—Box 0497. [6422

D.K.W.

B. & M. GARAGES, Ltd., for super reconditioned D.K.W. cars and guaranteed spares; brand new crankshafts, sleeved cylinder blocks; both items on exchange basis, plus packing, etc.; repairs and overhauls our speciality.—B. & M. Garages, Ltd., 42a, St. Michael's St., W.2. Paddington 6877. [0016/R

D.K.W. Spares and Service

NEW big-ends and mains fitted to D.K.W. crankshafts.

C. F. SMITH & Co., 83-85, St. John's Hill, Clapham Junction. Bat. 0671. [0066/R

DODGE

LATE Dodge limousine, engine condition not important, body and interior must be perfect; full particulars, please.—Box 0191. [7645

Dodge Spares and Service

DODGE specialists, repairs, spares, exchange engines. —Church Road Engineering Co., Ltd., Dodge Distributors, Hadleigh, Essex. Tel. 58474/57127. [0192/R

DODGE specialists, repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2234. [0362/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FERRARI

BROOKLANDS: Individuality, new and used cars.

1952 Ferrari 4.1-litre 342 chassis fitted 2-door 4-seater sports saloon. 5,000 miles, show car. 103 New Bond St., London, W.1. Mayfair 8351-6. [C1029

FIAT

WM

1939 Fiat 500cc convertible, £100 overhaul recently completed; £235.—Welbeck Motors, Ltd., 107, Crawford St., London, W.1 (near Baker St. Station). Welbeck 3991 (6 lines). [C4049

C. V. RUSHMER, the Fiat specialist, offers:—

1948 1100C saloon, new tyre, one owner; £425.

1939 500 4-str convertible, two owners since new, low mileage, exceptional car; £575.

1939 500 coupe, good order, £295; above carry three months' guarantee.

39 Holland Pk., W.11. Park 5731. [C3061

£225.—1939 Fiat 500 convertible, reconditioned engine, re-upholstered, black with red.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [C1070

1500 Fiat, 1937-6, excellent condition, new tyres and battery; £185.—Radlett 6161.

FIAT 500, 1938, in very good condition, saloon; £250.—Chepstow Garages, Ltd., Ledbury Rd., W.11. Bayswater 2949. [C1042

CLAIRMONTE BROS. always have several 500 Fiats from £200-£300, some with reconditioned engines.—Shanklin Rd., London, N.8. Mountview 5285. [C1056

1938 (Aug.) 1,100cc Fiat 4-door saloon, one owner, excellent mechanical condition; £235.—Pangbournes Garage, Arragon Rd., Twickenham. Popesgrove 1960. [8476

MAYFAIR GARAGES, Ltd.—Although almost exclusively a Fiat organisation, are able to take other makes of car in exchange for Fiats at competitive allowance prices; below.

MAYFAIR GARAGES, Ltd., have the finest selection of pre- and post-war Fiat cars in the country available for inspection and trial at their showrooms; below.

MAYFAIR GARAGES, Ltd.—1948 (reg. June, '51) 1100C 4-door pillarless de luxe saloon, l/h drive, recellulosed grey, very smart car with outstanding road performance, 3 months guarantee; £450; below.

MAYFAIR GARAGES, Ltd.—1939 500 de luxe convertible saloon, grey, beige leather upholstery, good tyres, carefully used and economical car with excellent road performance; 3 months' guarantee; £325; below.

MAYFAIR GARAGES, Ltd.—1939 (October) 2nd series 500 de luxe convertible coupe, two-tone brown and beige, bumpers, excellent condition throughout, 3 months' guarantee; £295; below.

MAYFAIR GARAGES, Ltd.—1936 1500 4-door pillarless saloon, recellulosed grey, red leather upholstery, good tyres, roomy car with excellent road performance, 3 months' guarantee; £195; below.

MAYFAIR GARAGES, Ltd.—1937 500 hardtop coupe, green, in serviceable condition; £145; below.

MAYFAIR GARAGES, Ltd.—Over 20 guaranteed Fiats always in stock, all carefully prepared for lasting service by skilled mechanics; send for price list and illustrated literature, below.

MAYFAIR GARAGES, Ltd., Fiat Sales and Service, Balderton St. (opposite Selfridges), Mayfair, W.1. Mayfair 3104-5. Open 9-6. Saturdays 9-1. [C3009

£325!!!—This must be the bargain of the week: 1947 model (first registered in this country Oct., 1950) Fiat 500 cabriolet, new engine a few weeks ago, taxed year.—Northern Motors of Harrow, 186-194, Pinner Rd., Harrow 4444. [C3025

Fiat Cars Wanted

R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Fiat.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MAYFAIR GARAGES, Ltd.—Cash for Fiats.—Balderton St., W.1. Mayfair 3104. [0695/R

H. F. EDWARDS urgently require good Fiat for immediate cash; distance no object.—Details please to 28, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001

Fiat Spares and Service

FIAT 500 trouble?—Try B.D.J. (England), Ltd., 65, Lowlands Rd., Harrow. Byron 6028. [0325/R

FIAT 500cc genuine Fiat spares, reconditioned engines, gear boxes, starters, dynamos, timing chains, etc., guaranteed repairs.—S. & S. Motors, 165a, Westbourne Grove, W.11. Tel. Bay. 1641. [0156/R

FIAT (ENGLAND), Ltd., Water Rd., Wembley, sole licensees for the United Kingdom, are only source of genuine Fiat spares and service.—Tel. Perivale 5651. 'Grams: Fiat, Wembley. [0909/R

MAYFAIR GARAGES, Ltd.—£35, Fiat 500, fully reconditioned S/E engines; immediate delivery; Fiat repairs and renovations at competitive prices.—Mayfair Garages, Ltd., Balderton St., W.1. Mayfair 3104; open 9-6. Sats. 9-1. [0632/R

FORD (8 h.p.)

PERRY'S OF HARROW

HAVE an excellent selection of post-war 8hp saloons available.

PHONE Harrow 4282 for details.

W. HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middx. (Opp. Bus Depot.) [0099/R

HENDON CENTRAL GARAGE, Ltd., offer:—

1949 Ford Anglia, black and green, taxed year, absolutely unmarked; £375.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2034

JACK ROSE, Ltd., offer 1952 Ford Anglia, 12,000 miles, in spotless condition, loose covers, etc.; price £400.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [C3056

FORD (8 h.p.)

1953 Ford Anglia, as new; £460.—Below.

1952 Ford Anglia, as new, two; £420 and £435.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2512. [C4019

DAGENHAM MOTORS, Ltd., Ford main dealers.

1950 Ford Anglia, black, 9,000; £405.

56 Park Lane, W.1. Hyde Park 4866; 574, Ealing Rd., Alperton, Middx. Perivale 3588; and 6, 8 and 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. [C1066

MEBES & MEBES, Ltd. (Est. 1895), offer:—

1953 (April) Ford 8hp Anglia, grey, brown leather upholstery, loose seat covers, 5,500 miles, one owner, taxed; £425.—The Broadway, Mill Hill, N.W.7. Tel. Mil 2040. [C3012

£175.—Ford 8, 1939, good condition, taxed December.—7, Radcliffe Rd., Croydon 1505. [8652

£325.—1947 (Oct.) Ford Anglia saloon, taxed, clean condition.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

ANGLIA saloon, 4,500 miles, covers, taxed, etc.; exchanges.—Lawton-Goodman, 36, North Audley St., W.1. [C2022

1938 Ford 8 saloon, black, one owner since 1939, good condition; £175.—Tucker, Kimpton (Herts) 297. [8694

1952 Ford Anglia, in almost new condition; £425.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456. [C1077

1953 (August) Ford 8 saloon, green with beige upholstery, 215 miles.—A. Dey & Co., 18, Hardman St., Liverpool, 1. Royal 5037. [8548

1939 Ford 8 saloon at £195, £65 deposit.—Kings Autos, 725-727, High Rd., Seven Kings, Essex. Tel. Seven Kings 3556. [C2048

1933 Ford 8 saloon, £85; also 1936 Ford 8 saloon in good condition; £125.—91, Garratt Lane, Wandsworth, S.W.18. Battersea 5770. [C4062

£195.—1939 8hp Ford saloon, excellent condition.—Le Grice Elers, 107-8, Old Brompton Rd., South Kensington, S.W.7. Kensington 2477. [C2055

1949 Ford Anglia saloon, one owner, excellent condition, guaranteed; £335; exchanges, terms.—Palmers, 53, York St., Twickenham. Popesgrove 1890/7087. [C5054

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1 and 8-14, Meard St., Soho, W.1. Langham 1594-5.—1946-50 Ford Anglia saloons low mileage, all guaranteed, also earlier models. [0578/R

1951 Ford Anglia saloon, 12,000 miles, one owner, loose covers, almost indistinguishable from new; £405.—Garage Service Co., Ltd., 1081, Finchley Rd., Temple Fortune, Golders Green, N.W.11. Speedwell 86-2, 341 5 or 7008. [C2019

PRIDE & CLARKE, Ltd.—1952 Ford Anglia saloon, black/brown leather, low mileage, one owner, £419; 1950 black/beige leather, £399; 1949 black/brown leather, one owner, choice two, from £349; 1946 black/red interior, £289; three months' guarantee; terms, exchanges, lists.—Stockwell Rd., S.W.9. Brixton 6251. [8465

Ford Eight Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase Ford 8 cars.—320, Euston Rd., N.W.1. Euston 1212. [0172/R

R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford 8.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

FORD (10 h.p.)

CAR MART, Ltd.

1953 Ford Prefect saloon, 5,000 miles; £575.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1059

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire-purchase specialists.

1949 Ford 10 Prefect saloon, one careful owner only, coachwork unmarked, 26,000 miles, new engine fitted at 26,000, perfect throughout; 459gns.

HIRE-PURCHASE terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £300 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo Line, 150yds.). [C4047

PERRY'S OF HARROW

HAVE an excellent selection of post-war 10hp saloons available.

PHONE Harrow 4282 for details.

W. HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middlesex (opp. Bus Depot). [0100/R

OVERSEAS CARS, Ltd., offer:—

1952 Ford Prefect saloon, black, leather upholstery, one owner, mileage 8,621, perfect; £525.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [C5031

ALLAN TAYLOR MOTORS, Ltd., offer:—

1950 Ford Prefect, leather upholstery; £440.

HIGH St., Wandsworth, S.W.18. Tel. Vandyke 4455 (5 lines). [6716

1951 Ford 10cwt Utilecon; see under Utility Cars.—Harold Simons. [C4065

FORD (10 h.p.)

1949 Ford Prefect 10hp saloon, 5,000 on new engine, superb condition; £425.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston. Kin. 2241. [C6055

FORD 10 1938 4-door saloon de luxe, leather, one owner, rector; £215.—7, Tudor Ct., E.17. [6727

1947 Ford Prefect, black with smart interior, all new tyres, reconditioned throughout, bargain, £365.

DOUGLAS CAR SALES, 806-822, Great Cambridge Rd., Enfield. Tel. Enfield 3150. [C1075

1953 Ford Prefect, green, 1,000 miles, taxed; £550.—Romer-Lee, 78, Eaton Terrace, London, S.W.1. Sloane 5914. [8565

£465.—Ford Prefect saloon, 1951, leather, one owner, moderate mileage, excellent throughout, and general condition.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2254. [C2008

1948 (Sept.) Ford Prefect, black, 44,000, second owner, new battery, demister, spotlight, taxed, immaculate; £360.—Seven Kings 8715. [8562

PREFECT saloon, with heater, 1952, 10,000 miles; this car is like new; £525.—Over Hall Garages, Ltd., Staines Rd., Bedfont, Middx. Ashford 2523. [8655

1953 Ford Prefect, green, 7,000 miles, loose covers and mats, etc.; £535.—Dixon's Garage, 154, West Hill, Putney, S.W.15. Putney 0396. [C1075

FORD Prefect '51 ser., grn., brown leather, Gallay htr., txd. Dec., one owner, superb con.; £495.—After 6 p.m. 4 St. Faith's Villas, Ebner St., S.W.18. [8584

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1 and 8-14, Meard St., Soho, W.1. Langham 1594-5.—1946-50 Ford Prefect saloons, low mileage, all guaranteed. [0579/R

ARCHIE SIMONS & Co. Ltd.—1951 Ford Prefect colour beige, leather upholstery, nominal mileage one owner; £485.—95, Gt. Portland St., W.1. Lan. 1345. [C4013

1947 Ford Prefect saloon, black, red leather, tru magnificent, any exam.; £375, taxed.—Seymour & Clements, Ltd., 38, Watford Way, Hendon Central, N.W.4. Hendon 2146. [C4007

1949 (October) Ford Prefect saloon, reconditioned engine, excellent condition, guaranteed; £395; exchanges, terms.—Palmers, 53, York St., Twickenham. Popesgrove 1890/7087. [C5054

DEC., 1950, Prefect, black, immaculate, seat covers, spotlight, stabilizer, recon. engine, 8,000 miles, Redex conversion, petrol lock, demister, any trial; £450.—17, Northfleet House, Newcomen St., Borough, S.E.1. [8557

1950 (Dec.) Ford Prefect black saloon, excellent condition, £425, one owner, no dealers.—Call 57a, Rosebery Rd., Kings Avenue, S.W.2. 9.30 a.m. till 6 p.m. each day except Wed.; and Sat. 9.30 a.m. till 1 p.m. (not Sundays). [8597

PRIDE & CLARKE, Ltd.—1952 Ford Prefect saloon beige/beige leather, 1,500 miles only, one owner, as new, £549; 1951 blue/blue leather, 16,000 miles, £480; 1949 black/brown or green/brown leather, nominal mileage, choice two from £389; three months' guarantee; terms, exchanges, lists.—Stockwell Rd., S.W.9. Brixton 6251. [8467

Ford Ten Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase Ford 10 cars.—150, Park Lane, W.1. Grosvenor 5454. [0174/R

MARSTON MOTOR Co., Ltd., for your Ford 10.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0179/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford 10.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

FORD CONSUL

CAR MART, Ltd.

1952 (Oct.) Ford Consul saloon, radio, heater, 10,000 miles; £695.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 5454. [C1054

TOM GARNER, Ltd., offer:—

1953 Ford Consul saloon, black with red upholstery, radio, 4,000 miles only; £799.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

WARWICK WRIGHT, Ltd., offer:—

1953 Ford Consul saloon, black, 8,000 miles; £755.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

DAGENHAM MOTORS, Ltd., Ford main dealers.

1953 Ford Consul, grey/red, heater, 4,000; £750.

1953 series Ford Consul, green, radio, heater, 4,000; £750.

1952 Ford Consul, green, radio, heater, 16,000; £675.

1951 Ford Consul, beige, radio, heater, 20,000; £625.

56 Park Lane, W.1. Hyde Park 4866; 574, Ealing Rd., Alperton, Middx. Perivale 3588; and 6, 8 and 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. [C1066

1953 Ford Consul, 7,000 miles, one owner; £725.—Macaulay 2211. [C1002

W. J. BROWN, Ltd. Established over 50 years. Used Ford specialists.

1953 (March) Ford Consul saloon, black with red leather upholstery and heater, one owner; £765.

339 Finchley Rd., N.W.3. Hampstead 4414. [C1025

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD CONSUL

1953 Ford Consul, leather, heater, licence, low mileage, one owner, as new; £725.—Pantiles Service Garage, London Rd., Guildford 5326. [C3035

1951 Consul, heater, wireless, colour green, 22,000 miles, excellent condition; £600.—Haskins, Ladbroke 1155. [C3027

1951 (July) Ford Consul, green/fawn radio, heater, like new; £645.—Bertram Cowen, Ltd., Hermitage Lane, Streatham. Pol. 2100. [8369

CAMDEN MOTORS for Fords.—Consul saloon, January 1952, black/fawn, fitted radio and heater, fastidiously maintained by one owner; £695.

CAMDEN MOTORS for Fords.—Consul saloon, April 1953, in pastel green, genuine total mileage 5,170, fitted heater, £750; also a June 1953 Consul, 2,900 miles; both the above cars are virtually as new.

CAMDEN MOTORS for Fords, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035

1953 (registered 1952) Ford Consul, 10,000 miles; £700.—Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3. Kensington 4858. [C4026

CONSUL 1952, 14,000 miles, perfect condition, heater; £655 o.n.o.—Hodgkinson, 16, Holland Park Ave., W.11. Park 4176 or Chancery 2591 before 6 p.m. [8707

1953 Consul, 5,100 miles, grey/red leather, heater, dual tones, really excellent condition throughout; £750.—Lee Green 1299, evenings or week-ends. [8412

1952 Ford Consul, opal blue/beige, 2,700 miles, specimen car; £695.—Sidford Car Sales, 114, Commercial Rd., Southampton. Tel. 5252 (5 lines). [8742

1952 Ford Consul saloon, in beige with leather to match, one private owner since new, genuine 18,000 miles, unmarked and in as new condition throughout; £655.

CHARLES CLARK & SON, Ltd., Austin House, Chester St., Shrewsbury. Tel. 2051-2. [8629

PRIDE & CLARKE, Ltd.—1952/3 Ford Consul saloon, grey/red leather, 12,000 miles, heater, immaculate; £699; three months' guarantee; terms, exchanges, lists.—Stockwell Rd., S.W.9. Brixton 6251. [8466

Ford Consul Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Consul.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

PRIVATELY owned Consul.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

FORD ZEPHYR

WHAROLD PERRY, Ltd., Invicta Works, 179, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1951 (June) Ford Zephyr Six saloon, green leather, heater, radio and loose covers, immaculate car; £735.

This car is available for demonstration anywhere, any time; hire purchase terms can be arranged.

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [C3042

B. J. HUNTER, Ltd., offer:—

1953 Ford Zephyr saloon, 5,000 miles only, radio, heater, etc.; £855.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

DAGENHAM MOTORS, Ltd., Ford main dealers.

1953 series Ford Zephyr, grey, heater, 11,000; £750.

56, Park Lane, W.1. Hyde Park 4866; 374, Ealing Rd., Alperton, Middx. Perivale 3588; and 6, 8 and 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. [C1066

1953 Ford Zephyr, 5,000 miles, leather, heater, loose covers; list price, £1,250.

RIPCO, Ltd. (Fords Purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952-3-4. [C3052

1953 Ford Zephyr saloon, all extras, as new; £815.—Mansfield Autos, Ltd., Euston 2587. [C3001

1953 Ford Zephyr saloon, one owner, 7,000 miles, black, twin spot lamps, absolutely as new; £795.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston. Kin 2241. [C4053

FORD Zephyr, Sept., '52, in perfect original condition, heater, radio, loose covers, etc.; £825.—Mayers, Copped Cl., Totteridge, N.20. [8726

GUY ALFREDS & Co., Ltd.—1952 Ford Zephyr, black/red upholstery, heater, radio, 1953 condition, 6-7, Warren St., W.1. Euston 3268. [C1005

1953 Ford Zephyr, black, red upholstery, heater, delivered last week, unused, bargain; £780, cost price.—53, Gloucester Rd., Newbury. [8527

1951 Ford Zephyr saloon, radio, heater, one owner, guaranteed; £695; exchanges, terms.—Palmers, 53, York St., Twickenham. Popesgrove 1890/7087. [C3034

1952 (October) beautiful Zephyr, genuine 9,000, heater, leather, one owner, as new; £755; this car is being sold cheaply as we are now specialising in Jaguars only.

CHEPSTOW GARAGES, Ltd., Bayswater 2949. [C1042

1951 Zephyr, 14,000, green, radio, heater, covers, radiator main heater and roller blind, screen washer, fog light, etc., a much cared for car in new condition; £685, no offers.—194, Ross Rd., Hereford. [8580

1953 (April) Ford Zephyr, Canterbury green, fawn leather, heater, radio, 4,000 miles only; a superb example; £835, many others; exchanges, deferred terms.—John S. Truscott, Ltd., 175, Westbourne Grove, W.11. Bay. 4274. [C4035

Ford Zephyr Cars Wanted

WANTED, crashed or damaged Ford Zephyr.—Box 0067. [5917

PRIVATELY owned Zephyr.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

FULL value paid for Zephyr or similar.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Zephyr.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

FORD (V.8)

DAGENHAM MOTORS, Ltd., Ford main dealers.

1952 Ford Pilot, black, radio, heater, 20,000; £550.

56, Park Lane, W.1. Hyde Park 4866; 374, Ealing Rd., Alperton, Middx. Perivale 3588; and 6, 8 and 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. [C1066

1951 (March) Ford Pilot, wireless and heater, colour black, new condition throughout; £550.

PARSONS & PARSONS (GARAGES), Ltd., Potter St., Harlow. Potter St. 121. [C3038

£325—1939 Ford 91A black saloon, leather interior, faultless runner, clean condition; £110 down.—Below.

£135—Ford drop head coupe, 30hp, rebuilt and registered 1949; £65 down.—Below.

£195—1938 Ford 30hp 81A wooden body utility, clean, nice runner; £85 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1951 Ford Pilot, special 12-volt equipment, heater, leather; £495.—Woking Motors (Maybury Hill), Ltd., Woking 1928. [C4057

PILOT, exceptional condition throughout, low mileage; £435.—Brookside Motors, 102, High Rd., Uxbridge. Tel. 184, 10 a.m. to 7 p.m. [C1030

FORD V.8 30hp drop head coupe; £175; terms, exchanges.—Norman Autos, 354, London Rd., W. Croydon. Tel. Tho. 4657. [8702

1944 Canadian Ford V.8 saloon, r.h.d., leather, excellent condition; £375.—Woking Motors (Maybury Hill), Ltd., Woking 1928. [C4057/1

1949 Ford Pilot saloon, black, excellent order throughout; £455.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [C1016

FORD Pilot, September, 1950, radio, heater, black, beige leather, a really beautiful car; £505.—Blue Star Garage, 65, Fortune Green Rd., West Hampstead, N.W.6. Ham. 2211. [C4051

A REALLY magnificent 1937 Ford V.8 drop head foursome coupe for sale, colour black, dark green hide interior, light fawn hood, tyres as new, taxed Dec. 31, absolutely a specimen car and faultless, 22mpg and up to 80mph in silence; price £250.—P. Weaver, 12, Burton Rd., Melton Mowbray. Tel. 535. [8605

Ford V.8 Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Ford V.8 cars.—320, Euston Rd., N.W.1. Euston 1212. [0175/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford V.8.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

UTILITY—FORD OR OTHER BODIES

FORD 10 utility, Martin Walter '50 model, flush seats, 7-seater, excellent condition; £375; exchanges and terms.—Palmers, 4, Russell Gdns. Mews, Kensington, W.14. Park 9704. [C3034

AMERICAN FORD

SIMPSON'S offer:

1953 Ford 2-door, low mileage, fitted with all extras, colour pastel green.

1950 Ford 2-door, fitted with heater and all extras, l.h.d., colour black.

SIMPSONS MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley, Wembley 8691/3903. [C4015

ON all matters of sales spare parts repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Gt. West Rd., Brentford. Tel. Ealing 4506/9. [0749/R

FORD MISCELLANEOUS

CHARLES FOLLETT, Ltd., offer:—

1951 Ford Zephyr saloon, metallic green, heater, radio, one owner, exceptionally well maintained car, 3 months' guarantee; £725.

1950 (Oct.) Ford Pilot sal., dark blue, blue leather, 22,000 miles, very good condition; £495.

18, Berkeley St., W.1. Mayfair 6266.

SERVICE Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

Ford Miscellaneous Cars Wanted

RS

ROWLAND SMITH'S, The Car Buyers, highest cash prices for Ford.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

FORDS wanted.—Smith's, 86, Chalk Farm Rd., N.W.1. Gul. 2767. [0823/R

WHY accept less for your Anglia, Prefect or Consul when you can get its full market value from FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2254. [C2008

WANTED, Ford 8/10, after 1936, saloon or tourer; no objection to repairs.

THE FORGE GARAGE (PETERSHAM), Ltd., 192, Petersham Rd., Petersham, Surrey. Richmond 1854. [W2011

Ford Spares and Service

NORMAND, Ltd.

THE best service only, highly skilled mechanics with efficient supervision.

NORMAND, Ltd., 406-9, King St., W.6. Riv. 3665. [0225

ALLAN TAYLOR (MOTORS), Ltd.,

HIGH St., Wandsworth, S.W.18.

MAIN Ford dealers.

LARGE stock of genuine Ford parts.

VANDYKE 4433 (5 lines). [0314/R

FRANK G. GATES, Ltd., High Rd., Woodford Green (Tel. Wanstead 2233), main Ford dealers, service and all spares. [0095/R

WE have one of the biggest stocks of Ford spares in the country from model A, V.8, W.D. types and tractor to the current models. Ford reconditioned engines, reconditioned BB engines, etc.—W. J. Reynolds (Motors), Ltd., Main Ford and Fordson Distributors, Ford House, New Rd., Dagenham. Rainham 770 (8 lines). Also 66, High St., East Ham, E.6. Grangewood 1130. [S5062/R

Frazer Nash Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Frazer Nash.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

FRAZER NASH-B.M.W.

PERFORMANCE CARS.—Good selection always available, written guarantee.—See under "Sports Cars." [C5041/R

327/80 F/H coupe, March, 1959, magnificent condition; £595; exchange considered.—24, Park Hill, Moseley, Birmingham, 13. [8065

BARTLETT.—Frazer Nash-B.M.W. 327/80 saloon and coupe, also special 328 saloons, prices from £475.—27a, Pembridge Villas, W.11. Bayswater 0523. [C1015

Frazer Nash-B.M.W. Cars Wanted

RROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Frazer Nash-B.M.W.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

HANSA

HANSA 1938 11hp convertible saloon, excellent condition throughout, taxed year; £175.—Prospect 5455, after 7 p.m. [8724

HEALEY

ACLAND & TABOR, Ltd., Welwyn By Pass, Welwyn, Herts. Welwyn 481-2-3, offer:—

1952 Healey F Type Tickford saloon, black, beige leather, heater, speedo reading 11,000 miles, literally as new; £1,275.

1947 Healey 2-seater sports, finished green with brown leather upholstery, very good order; £485.

1948 Healey Duncan saloon, ivory with red leather upholstery, loose covers, heater, good order; £695.

NEW Healey Abbott coupe and Tickford saloon for immediate delivery. [C1001

BROOKLANDS.—Sole concessionaires, Healey; new 4-seater saloon, coupe and convertible 3-seater; from stock.

1953 Healey Abbott coupe, 2,000 miles.

1952 Healey Tickford saloon, exceptional.

1951 Healey Tickford saloon, one owner, radio.

1950 Healey Silverstone sports 2-seater.

BUY or sell your car at

103, New Bond St., London, W.1. Mayfair 8351-6. [C1029

1953 Austin Healey 2,000 miles.—Claytons Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1050

3-litre convertible, Alvis engine, radio, heater, etc., ex-Donald Healey, superb car in excellent condition; £1,275.—Richards & Carr, 35, Kinnerton St., London, S.W.1. Sloane 5424. [C3045

Healey Cars Wanted

B. J. HUNTER, Ltd., offer:—

FOR immediate purchase of your Healey.

B. J. HUNTER, 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [W2040

SILVERSTONE wanted for cash.—Valentine 2098 or 4674, after 6 p.m. [W2018

RICHARDS & CARR buy Healeys.—35, Kinnerton St., London, S.W.1. Sloane 5424. [W3045

BARTLETT.—Healey Elliot saloon and Abbott drop head coupe required.—27a, Pembridge Villas, W.11. [W1015

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts, Welwyn 481-2-3, urgently require Healey cars, all models. [W1001

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Healey.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

HILLMAN 10

BM

1952 Hillman Minx convertible coupe, one owner, 16,000 miles, fitted latest type 1,265 cc engine, mechanically faultless, two new tyres, perfect mimosa grey cellulose, black hood, spotless chromium and unmarked red upholstery and carpets, just checked throughout by us, full details available, a delightful car; £620 or exchange.—Beverley Motors, Beverley Rd., Highams Park, London, E.4. Larkswood 7208 or 2031. [C1066

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HILLMAN 10

WM WELBECK MOTORS proudly offer an excellent Minx drop head:—

1948 Hillman Minx drop head coupe, in grey with blue leather, replacement engine just fitted, appearance as new; 3 months' guarantee with free service; H.P. available; £475.

WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1 (near Baker St. Station). Welbeck 3991 (6 lines). [C4049

CAR MART, Ltd.

1953 Hillman Minx 21 saloon, 2,000 miles; £725.

1952 (Nov.) Hillman Minx Phase V saloon, 5,000 miles; £695.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1059

RAYMOND WAY.

RAYMOND WAY, of Kilburn.

RAYMOND WAY, the hire-purchase specialists.

1948 Hillman Minx Phase II drop head foursome coupe, really exceptional condition throughout, dark blue cellulose with leather interior to match, superb mechanical order; 459gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6, Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

GLANFIELD LAWRENCE offer:—

1948 Hillman Minx Phase II saloon, black, 36,000 miles, exceptional throughout; £455.—407, High Rd., N.12. Finchley 0091. [C2053

WARWICK WRIGHT, Ltd. offer:—

1951 and 1953 Hillman Minx saloons and convertible coupes, many fitted heater, radio, all low mileage; from £595.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

ANDOVER MOTOR Co., Ltd., offer:—

1951 Hillman Minx, choice of two, one green, one blue, both very nice cars and both at £580.—Andover, Hants. Tel. 50405. [C1003

W. J. BROWN, Ltd., established over 30 years.

1952 Hillman Minx saloon, 6,700 miles, blue, red leather, one owner, in beautiful condition; £665.

1947 (Sept.) Hillman Minx sun saloon, black, brown upholstery, Ace wheel discs, an outstanding car; £415.

339 Finchley Rd., N.W.3. Hampstead 4414. [C1025

DAGENHAM MOTORS, Ltd., offer the following cars:

1953 Hillman 21 Minx saloon, black, 800; £745.

1952 Hillman Phase V Minx, maroon, 5,000; £695.

56 Park Lane, W.1, Hyde Park 4866; 374, Ealing Rd., Alperton, Middx., Perivale 3388; and 6, 8 and 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. [C1066

AUTOMOBILE & AIRCRAFT SERVICES, Ltd., offer:—

ROOTES Group Dealers.

HILLMAN Minx drop head coupe, August '51, as new; £595.

1950 specimen Hillman Minx saloon, one owner, 20,000 miles genuine; £535; p/e and h.p. facilities.

MARLBOROUGH Works, Kenton. Tel. Wordsworth 7805 (5 lines). [C1008

£385.—Hillman Minx, 1947, black, good condition throughout; 3 months' guarantee.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2254. [C2006

1939 Hillman d.h. coupe, fawn, good cond., engine overhauled; £250.—Val. 2381. [8523

1947 Hillman Minx saloon, one owner; £395, 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

£155.—1937 Hillman 10 saloon, very clean car; terms.—Autosnips, 5, Balham High Rd., Balham 1509. [C1009

1940 Minx saloon, 2,000 miles since £145 reconditioning; £525.—Speedsters, Ltd., Horley (Surrey) 628. [C4020

1953 Hillman Minx Anniversary saloon, 1,100 miles; £740.—Autowork, Ltd., Winchester. Tel. Winchester 4834. [C1010

HILLMAN Minx saloon, 1953, 4,000 miles; £725.—Over Hall Garages, Ltd., Staines Rd., Bedfont, Middx. Ashford 2523. [8656

1953 Hillman Minx drop head coupe, black with red leather, 1,500 miles, reg. last week May, extras; £725.—Tel. West. 7032. [8739

1950 Hillman Minx saloon, spotless, radio, heater; £550, or exchange sports or coupe.—45, Shirehall Park, N.W.4. Hendon 1648. [8617

1947 Hillman Minx saloon, black, excellent condition throughout, loose covers; guarantee given; £385; terms.—Woking 3464. [8538

1953 Hillman Minx saloon, Phase VI, as new, golden sand/red, under 3,000 miles; £695.—Dorking Motor Co., Ltd., Dorking 2256. [8367

HILLMAN 10

1948 Phase II Minx saloon, black, excellent condition; £420.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [C4004

1949 late, Phase II Minx, immaculate, many extras, grey, red leather; £490.—26, Windsor Rd., Kingston-on-Thames, Surrey. Kin. 2912. [8555

1949 Fillman Minx coupe, 22,000 miles, green, new hood, recent respray, director's car; £485.—Wright's Motors (Herts), Ltd., Rickmansworth 2214/5. [8488

1948 Minx saloon, grey, reconditioned Rootes engine, etc., one private owner, exceptional condition; £430.—Mumbray, 26, Leysdown Rd., S.E.9. Eltham 1359. [8637

NAYLOR & ROOT.—1953 Hillman Minx Mark VI saloon, blue, red hide (registered July, '53), 900 miles only, taxed, attractive model; £745; written guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3022

£415!!!—Engine just reconditioned, body recellulosed original grey and complete vehicle overhauled at cost of £115, 1946 Hillman Minx estate car which is now in perfect condition.—Northern Motors of Harrow, 186-194, Pinner Rd., Harrow 4444. [C3025

1951 (May) Hillman Minx, specification as to export models, colour mid-green, 5 new tyres, spare unused; extras include Smith's fresh air and heater unit, trip Mileger speed meter, oil pressure gauge, ampmeter, thermometer, clock, improved seating, Regency covers. [8599

HILLMAN 12

HILLMAN 12.8hp, good runner. £55 or offer.—89, Carpenders Ave., Carpenders Park, Watford, Herts. [8554

A

GOOD INVESTMENT

Have you a car to sell?

If so, dispose of it by spending a few shillings on an advertisement in these columns.

Many thousands of readers search "THE AUTOCAR" each week and will see YOUR advertisement.

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CHARLES POLLETT, Ltd., offer:—

1935 Hillman 16 sal., green, one owner, 62,000 miles; a really genuine old car in good running order; £155.

18 Berkeley St., W.1. Mayfair 6266.

SERVICE, Works & Stores: Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5956. [C2010

ROYS offer 1937 Hillman 16 saloon, new engine, taxed, £150; h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station). Euston 2700 and 8894. [C3059

Hillman Cars Wanted

CMT THE CAR MART, Ltd., wish to purchase Hillman cars.—150, Park Lane, W.1. Grosvenor 5434. [0871/R

RS ROWLAND SMITH'S, The Car Buyers. Highest cash prices for Hillman.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

PRIVATELY owned Minx.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

BIRMINGHAM and Midlands.—Low mileage Hillman modern cars required by George Heath, Ltd., 180, 184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0088/R

H. F. EDWARDS urgently require good Hillman for immediate cash; distance no object.—Details please to 28, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001

NOTTINGHAMSHIRE distributors, Humber, Hillman, always prepared to purchase first-class condition recent models Hillman saloons and coupes.—R. Cripps & Co., Ltd., Parliament St., Nottingham. Tel. 46561. [0552/R

Hillman Cars Wanted

RROOTES, Ltd.

DISTRIBUTORS.

REQUIRE modern low-mileage Hillman cars.

BIRMINGHAM.—Lower Temple St. (Central 8411.)

MANCHESTER.—129, Deansgate. (Blackfriars 6677.)

MAIDSTONE.—(Maidstone 3535.)

CANTERBURY.—(Canterbury 3252.)

ROCHESTER.—(Chatham 2231.)

WROTHAM Heath.—(Borough Green 4.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0108/R

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NORMAND, Ltd.

THE best service only, highly skilled mechanics with efficient supervision.

NORMAND, Ltd., 406-9, King St., W.6. Riv. 3665. [0224

LONDON & COUNTIES MOTOR MART, Ltd.

HILLMAN repair specialist (30 years), well-equipped works servicing, reboring and complete overhauls; spare parts stocked.—79-91, New King's Rd., Fulham, S.W.6. Renown 1185. [0676/R

CARRIS MOTORS for Hillman spares and service.—Lewisham Bridge, S.E.13. Lee Green 8585. [0720/R

BARKING.—For full stocks of spares and genuine service for Hillman owners come to Albon's Garage, Ltd., 105-7, Longbridge Rd., Barking. Tel. Ripple-way 1285. [0458/R

HOTCHKISS

METCALFE & MUNDY, Ltd.

1950 Hotchkiss Paris-Nice model 4-door saloon. Cotal gear box, low mileage, excellent condition; £925.—280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

GUY ALFREDS & Co., Ltd.—1940 Hotchkiss 10hp drop head foursome, superb order.—6-7, Warren St., W.1. Euston 3268. [C1005

1936 model Hotchkiss Paris-Nice saloon, 27hp, radio, taxed December, in good condition; £250.—91, Garratt Lane, Wandsworth, S.W.18. Battersea 5770. [C4062

1938 Hotchkiss, Paris Nice d. h. coupe, genuine, 35,000 miles; £495.—Clayton's Cars (London), Ltd., 357, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1050

1939 3½-litre Paris-Nice Hotchkiss 4-door de luxe saloon, maroon/silver, blue leather, overhauled, marvellous performance, superb appearance; written guarantee; 599gns; hire purchase, part exchanges.—Geoffrey Edwards, Ltd., Amenbury Lane, Harpenden, Herts. Harpenden 118. [C2000

H.R.G. Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for H.R.G.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

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CHARLES FOLLETT, Ltd., have a large stock of spares.

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SERVICE, Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5956-7-8. [0594/R

HUDSON

DICKS

1939 saloon, 17hp, steering column change, excellent condition; £295.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [C1072

1939 Hudson 22hp de luxe saloon, really exceptional condition; £355.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2045

£285.—1939 Hudson 22 drop head foursome coupe, leather upholstery, clean condition; £100 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

£295!!!—Hudson 16.9hp drop head foursome coupe, 1939, gears on steering column and modern radiator treatment, coachwork recently resprayed in maple green and the whole car of extremely smart appearance, recommended for its abnormally economical performance.

£445!!!—Hudson limousine, one of the very few late pre-war 7-passenger Hudsons available, November 1938 delivery, one private owner since new, comprehensively equipped, winding division, wide fare-forward occasionals, radio, inter-com., etc., a very nice car.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035

Hudson Spares and Service

MANCHESTER.—Hudson spares and repairers.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [0961/R

MANCHESTER.—Distributors of Hudson cars; large stocks of spares; repairs and overhauls.—Ardwick 4561/7.

WILLIAM ARNOLD, Ltd., Upper Brook St., Manchester, 13. [0516/R

SPIKINS (TWICKENHAM), Ltd., the Hudson distributors for Hudson reconditioned engines; spares and service; quote chassis number.—83-101, Heath Rd., Twickenham. Tel. Popesgrove 1055-6-7. Telegrams: Spikins, Twickenham. [0566/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HUMBER

CAR MART, Ltd.

1952 Humber Super Snipe saloon, 6,000 miles; £950.

1952 Humber Super Snipe saloon, radio, heater, 11,000 miles; £895.

1952 Humber Super Snipe saloon, 18,000 miles; £845.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 5454 [C1039

COACHCRAFT offer:—

£385!—1948 (April) Humber Hawk 14.4 saloon, steering column change, well maintained car in superior order throughout, good tyres and battery, very roomy and economical, one ownership from new, 3 months' mechanical guarantee; terms and exchanges.—Coachcraft, Elm Rd., Evesham. Tel. 6539. [C1053

B. J. HUNTER, Ltd., offer:—

1950 Humber Super Snipe saloon, really in superb condition; £625.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

TOM GARNER, Ltd., offer:—

1952 Humber Hawk Mark IV saloon, green with fawn leather, heater, radio; £895.

1953 series Humber Hawk Mark V saloon (current model), green with beige leather, heater, radio, many extras; £985.

1952 Humber Super Snipe Mark III saloon, black with re leather, heater, 6,000 miles only; £995.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9365-6-7. [C2020

SWANMORE GARAGE offer:—

1952 Humber Super Snipe (newest type), nylon loose covers and extras; accept £895.

EXCHANGES or terms.

SWANMORE Garage, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43544. [C4024

MONTROE MOTORS offer:—

1950 Humber Super Snipe saloon; £685.

MONTROE MOTORS (N. H. BOSWELL), 91-7, Epping New Rd., Buckhurst Hill, Essex. Buc. 1171-2. [8678

H. A. SAUNDERS, Ltd., offer:—

1952 Humber Super Snipe saloon, black with red upholstery, heater, recorded mileage 9,560; £895.

1952 Humber Super Snipe touring limousine, black with beige upholstery, heater, recorded mileage 11,880; £925.

836—842, High Rd., N.12. Hillside 5272 (8 lines). [C2027

WARWICK WRIGHT, Ltd., offer:—

1951 and 1952 Humber Hawk saloons, many fitted radio, heater, all low mileage; from £795.

1953 series Humber Super Snipe saloon, steel grey, 6,000 miles; £1,295.

1953 Humber Hawk saloon, black, 1,000 miles, £1,020.

1952 Humber Super Snipe saloon, green, 16,000 miles; £895.

1949 Humber Super Snipe saloon, heater, gun grey, 15,000; £695.

1953 Humber Super Snipe saloon (left-hand drive) (R.H.), sapphire blue, 3,000 miles; £1,150.

1952 Humber Super Snipe saloon (heater), black, 5,000 miles; £1,050.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

METROPOLITAN MOTORS offer:—

1950 Super Snipe saloon, one owner, taxed, perfect condition; £675.

1950 series Humber Hawk saloon, new large engine recently fitted, magnificent condition throughout; £675.—Metropolitan Motors, Horn Lane, Acton, W.3. Acorn 5064. [8469

GUY SALMON AUTOMOBILES offer:—

1952 Humber Super Snipe Mk. IV saloon, overhead valves, radio and heater, immaculate condition, unique opportunity to purchase the latest model at a saving of approximately £400; £1,175.

1951 Humber Super Snipe saloon, satin bronze/brown leather, radio, 4,000 miles from new, faultless condition throughout; £845.

1949 Humber Super Snipe saloon, grey, well maintained; £625.

1947 Humber Super Snipe saloon, a perfectly kept car, original paintwork in practically unmarked condition; £465.

1948 (November) Humber Hawk saloon, fitted heater, demister, car radio, in exceptional condition, maintained by one fastidious owner, nearly new tyres all round; £575.

1952 Humber Pullman chassis fitted 4-door shooting brake, body in natural wood with metal parts cellulosed bronze, total mileage 4,000; a unique vehicle in brand new condition; cost new over £2,000; £1,395.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

PHŒNIX MOTOR CO. (SURREY), Ltd., offer:—

1948 (April) Humber Hawk saloon, gun metal grey, grey interior, one private owner since new, recently fitted reconditioned engine and an excellent example of this series, cars purchased; £465.

PHŒNIX MOTOR COMPANY (SURREY), LIMITED, Sutton, Surrey. Vigilant 1121. [C3044

PHŒNIX MOTOR CO. (SURREY), Ltd., offer:—

1951 model, registered September, 1950 big engine Humber Hawk saloon, black, brown leather upholstery, moderate mileage, excellent condition throughout, this must be the most attractive car in the Hawk range this week, cars purchased; £625.

PHŒNIX MOTOR COMPANY (SURREY), LIMITED, Sutton, Surrey. Vigilant 1121. [C3044

HUMBER

PHŒNIX MOTOR Co. (SURREY), Ltd., offer:—

1951 (Sept.) Humber Super Snipe saloon, gun metal grey, grey leather upholstery, 21,000 miles only, fitted heater, one owner, taxed; the condition of this car is commensurate with a mileage of less than 15,000 and is unmarked throughout; £765.

PHŒNIX MOTOR COMPANY (SURREY), LIMITED, Sutton, Surrey. Vigilant 1121. [C3044

AUTOMOBILE & AIRCRAFT SERVICES, Ltd., offer:—

ROOTES Group Dealers.

1950 series Humber Super Snipe, metallic grey; this car is in immaculate condition throughout, one owner, nominal mileage; £625; choice of 2.

MARLBOROUGH Works, Kenton. Tel. Wordsworth 7805 (5 lines). [C1008

1953 Humber Hawk, 2,000 miles only; £975.—Macaulay 2211. [C1002

NEW Humber Hawk saloon, black, red leather, immediate delivery: list price.—Mayfair 5242. [C3030

1949 Humber Super Snipe, grey, grey leather; £575.—Odeon Motors, Ltd., Barnet 4100. [C3028

1953 Humber Super Snipe, every extra; £1,195.—Mansfield Autos, Ltd. Euston 2587. [C3001

£225.—Humber Snipe 21hp 1939 4-door saloon, excellent condition.—Fleet, Leighton Buzzard 2172. [C1087

1953 Humber Super Snipe, 8 weeks old only, 3,800 miles, fitted radio; £1,350.—Coventry & Jeffs, Ltd., Bristol 20091. [8582

1953 Humber Hawk saloon, 200 miles only.—Green & Zonis, 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [C2028

1949 Humber Super Snipe, 32,000 miles, metallic grey with grey leather, new tyres, one-owner car in excellent condition; £585.

WHEELER & AYLAND, Ltd., Reading Rd., Basingstoke. Tel. 386. [8499

1953 (June) Humber Hawk saloon, black with red leather, taxed for the year; £965.—Coventry & Jeffs, Ltd., Bristol 20091. [8653

GUY ALFREDS & Co., Ltd.—1949 Humber Pullman limousine, carefully maintained, superb order.—6-7, Warren St., W.1. Euston 3268. [C1005

900 Miles.—1953 Humber Super Snipe, new condition; terms or exchanges.—Broadway Motors, 67, High St., Hounslow. Hou. 0175. [C1028

SUPER Snipe Mark II, 1949, mechanically excellent and smart throughout; £525.—Richards & Carr, 35, Kinnerton St., London, S.W.1. Sloane 5424. [C3045

1952 Humber Super Snipe saloon, grey with grey leather, taxed, heater, one owner, guaranteed mileage 6,500 only, spare unused, indistinguishable from new; £975.

1952 Humber Super Snipe saloon, grey with grey leather, taxed, heater, one owner only, 16,000 miles, immaculate condition; £895.

1950 Humber Super Snipe saloon, grey with grey leather, taxed, heater, maintained by Humber dealers; £625.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [C3011

WALTER SCOTT, Ltd.—1949 Humber Pullman limousine, black, 25,000 miles; £895.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Pri. 5914. [C4006

1948 Humber Hawk, black, delightful condition, heater, etc.; written guarantee; £499.—London Cars, 592-6, Greenford Rd., Greenford, Middx. Waxlow 2643 [C2057

HUMBER Imperial saloon, black, 1939, radio and heater, loose covers, chauffeur maintained, mechanically 100% indistinguishable from new car; £375.—Campbell Symonds, Wembley 6262. [C1037

1949 Humber Pullman 7-passenger limousine, black with cloth to rear, very well maintained; £920.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404). [C4022

HUMBER Hawk 1950, 12,000, immaculate appearance inside and out, leather upholstery, exceedingly fine specimen; 645gns.—Carr Bros., High St., Purley. Uplands 4812. [C1041

NAYLOR & ROOT.—1946 Humber Hawk, sun roof, black, brown hide, beautifully maintained throughout; £425; written guarantee.—25, East Hill, Clapham Junction, S.W.11 Batt. 2252 [C3022

1948 Humber Hawk, grey, excellent condition, loose covers; £485.—Garage Service Co., Ltd., 1061, Finchley Rd., Temple Fortune, Golders Green, N.W.11. Speedwell 8692, 3408 or 7008. [C2019

CAMDEN MOTORS for Humbers.—Super Snipe saloon, 1949 (delivered 12.12.49), beige with leather upholstery, tailored seat covers and heater, two private owners and in excellent condition; £585.

CAMDEN MOTORS for Humbers.—Super Snipe saloon, 1951 model, has just completed 1,000 miles since complete overhaul by distributors, immaculate black coachwork, brown leather interior, Kar-Robe seat covers, H.M.V. radio, heater and screenwash, the whole car in faultless mechanical order; £795.

CAMDEN MOTORS for Humbers.—Pullman limousine, Phase II, 1949 model, in black, in the hands of one private and fastidious owner since new, a superb specimen, fitted heater, division, widest occasionals; £945.

CAMDEN MOTORS for Humbers.—Pullman limousine, September 1947, two owners and taxed privately since new, recent complete engine reconditioning within last 7,000 miles; £675.

CAMDEN MOTORS for Humbers, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035

IMMEDIATE delivery new Humber Super Snipe saloon, finished in black with red upholstery, including purchase tax; £1,481.10.10.—Brew Bros., Ltd., 133 Old Brompton Rd. S.W.7 Fremantle 3333. [C1083

1952 Humber Pullman estate car, finished in natural wood and satin bronze, 4,000 miles only; the largest and most luxurious utility.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. [C4036

HUMBER

1952 Humber Super Snipe saloon (August), colour black, beige leather, heater, radio, loose covers, spotlamps, taxed year, as brand new; £825.—Simm, 19, Bennett Rd., High Crumpsall, Manchester. [8624

THRUPP & MABERLY modern streamlined coupe de ville, winding partition, radio, heater, very large rear boot, immaculate and luxurious interior, many extras, exceptional 1935 24hp Humber; £100; London.—Box 0551. [8695

HEARSE Phase III (unregistered) 5-door, 6-Bearer Deluxe Coachwork, lavish equipment, exclusive design, (ready service), competitive price. (Brochure despatched.)—Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1006

1951 Humber Hawk saloon, black with fawn leather upholstery, mileage 24,000, fitted radio, taxed and in very nice condition.—Gordon Wooderson, 48a, Drewstead Rd., S.W.16. Streatham 8658. [C4059

JACK ROSE, Ltd., offer: 9,000 miles, 1952 Humber Hawk saloon, fitted radio and heater, and extras; a beautiful car in blue with beige hide, unmarked; accept £865.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [C5056

LIMOUSINE, 1947, Pullman, forward occasionals, partition, black, privately owned, carefully maintained, £750.

LIMOUSINE, 1949 (new look) Pullman, black, partition, leather throughout, bargain, selection from £895.

LIMOUSINE, 1950/51/52, partition, forward occasionals, leather throughout, radio, heater, small mileages, competitive low prices.—Alpe & Saunders, Providence Court, North Audle y Street, Mayfair-2941. [C1006.1

Humber Cars Wanted

CMTHE CAR MART, Ltd., wish to purchase Humber cars.—320, Euston Rd., N.W.1. Euston 1212. [0872/R

RROOTES, Ltd.,

RDISTRIBUTORS

REQUIRE modern low-mileage Humber cars.

BIRMINGHAM.—Lower Temple St. (Central 8411.)

ROCHESTER.—(Chatham 2231.)

WROTHAM Heath.—(Borough Green 4.)

MAIDSTONE.—(Maidstone 3333.)

MANCHESTER.—129, Deansgate. (Blackfriars 6677.)

CANTERBURY.—(Canterbury 3252.)

ROOTES Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0106/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Humber.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

PRIVATELY owned Hawk.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

FULL value paid for Humber or similar.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

PULLMAN limousines wanted.—Particulars, mileage and price to Woodall Nicholson, Ltd., Well Lane, Halifax. Tel. 4231. [0530/R

BIRMINGHAM and Midlands.—Low-mileage Humber modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0086/R

CRIPPS, of Nottingham, urgently require all types of Humber cars, recent models; send full particulars.—R. Cripps & Co., Ltd., The Humber Distributors, Parliament St., Nottingham. Tel. 46381. [0553/R

H. F. EDWARDS urgently require good Humber for immediate cash; distance no object.—Details please to 28, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001

7-PASSENGER 1946/48/50/52 Limousines and Imperial Saloons, also private 1938/39 Limousines required immediately, cash waiting. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [W1006

Humber Spares and Service

DE NORMANVILLE gear boxes.—H. & A. Engineering, 35, Grant Rd., Addiscombe 2931. [0780/R

THE Humber Specialists for all spares.—Ring Uplands 3637. See advt. under Parts & Accessories. [0398/R

INVICTA

CARTLETT.—Invicta Classic 100mph, low chassis, 2-4-seater, rebuilt at cost of over £500; price £475.—27a, Pembridge Villas, W.11. [C1013

INVICTA 4½-litre low 100-mph chassis, 4-seater, almond green with green leather, good all-weather equipment good tyres, first-class mechanical order and exterior in showroom condition, new Meadows gear box, engine reconditioned 9,000 miles back; £425.—Automo, Ltd., Hampstead 3450 [8112

JAGUAR

CAR MART, Ltd

1949-50 Jaguar 3½-litre Mark V saloon, radio, heater 30,000 miles; £795. Car Mart, Ltd., 320 Euston Rd., N.W.1. Euston 1212. [C1039

L. F. WARD, Ltd

1938 S.S.100 2½-litre, black, red upholstery, exceptional mechanical condition

L. F. WARD, Ltd., Hanover Court Yard, Hanover St., London, W.1. Tel. Mayfair 0146. [C4043

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JAGUAR

HENLYS, Ltd.,
ENGLAND'S Largest Jaguar Distributors.
SELECTION of all models at attractive prices.
DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2267.)
HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)
DEPOTS at:—
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BRISTOL (Bristol 21326).
BOURNEMOUTH (Bournemouth 6514).
NORTHAMPTON (Northampton 907).
CAMBERLEY (Camberley 77).
HOUNSLOW (Hounslow 5454).
FINCHLEY (Finchley 0081).
GREAT West Rd. (Ealing 5477). Official Jaguar Service Station.
CAMDEN TOWN SERVICE STATION (Gulliver 4141).
HENLYS, Ltd., England's Leading Motor Agents. [0027/R

SLOCOMBES, Ltd.
WE have two XKs at £975 and £1,075 in really exceptional trim.
MR. T. P. DAWE will be pleased to discuss these cars with you and arrange a demonstration.
PART exchanges and h.p. terms welcomed, existing h.p. accounts settled; we close at 7.30 p.m., Saturdays 6 p.m.; write, call or tel.—Slocombes, Ltd., 39-52, Dudden Hill Lane, N.W.10. Willesden 4869. [C4017

SWANMORE GARAGE offer:—
1953 Jaguar Mk. VII, 7,000 miles only; £1,695.
EXCHANGES or terms.
SWANMORE GARAGE, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43544. [C4024

ROSE & YOUNG, Ltd., offer:—
1951 XK120, all modifications, exceptionally fast, silver, £995.
1948 Jaguar 3½-litre drop head coupe, immaculate condition, black; £535.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [C3057

GUY SALMON AUTOMOBILES offer:—
1952 Jaguar 3½-litre Mk. VII saloon, one owner, low mileage; £1,495.
1951 Jaguar 3½-litre Mk. V coupe, genuine 3,000 miles from new, dark grey/light grey leather upholstery, latest type H.M.V. radio, one owner, licensed to December 31, as brand new, specimen of one of these rare models; £1,395.
1951 Jaguar Mk. V coupe, grey, 17,000 miles from new, one owner, immaculate condition; £1,195.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

W. J. BROWN, Ltd. Established over 30 years.
1953 Jaguar Mark VII saloon, 7,800 miles, one owner, grey with red leather, an absolutely immaculate car; £1,595.
339 Finchley Rd., N.W.3. Hampstead 4414. [C1025

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

3½ maroon d/h., radio, enthusiast maint., rec. £70 o.h.; £270.—Cun. 5735 [8604

1953 Jaguar saloon Mark 7, low mileage, excellent condition.—Box 0475. [8416

1951 XK120, black, perfect order, never raced, many extras; £1,050.—Below.
1950 Mark V, black/brown, very handsome model; £860.—Below.
1946 2½-litre saloon, grey/red, radio, heater, discs; £465.—Chepstow Garages, Ltd., Ledbury Rd., Bayswater 2949. [C1042

1949 3½-litre saloon, grey, radio, heater, snip; £495.—Campbell Symonds, Wembley 6262. [C1037

BEARTS OF KINGSTON. Jaguar specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin. 3546. [0081/R

£335.—1939-40 Jaguar 1½-litre drop head four-some coupe, a rare and beautiful car for £135 down.
£195.—1937 Jaguar 2½-litre sports saloon, black and chrome, excellent runner; £95 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024/1

1947 Jaguar 3½-litre saloon, splendid condition; £510.—Autowork, Ltd., Winchester. Tel. Winchester 4834 [C1010

GUY ALFREDS & Co., Ltd.—1949 Jaguar 2½-litre sports saloon, 1952 condition.—6-7, Warren St., W.1. Euston 5268. [C1005

£845!.—XK120 1951 model, l.h.d., beautiful car and unrepeatable value.—Remfry Motors, 362, Anlaby Rd., Hull. Tel. 51039. [8574

1953 Jaguar Mk. VII saloon, heater, etc., 225 miles.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [C2028

1952 Jaguar Mark VII, 8,000 miles, absolutely immaculate; £1,495.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. [C4056

1946 (late) S.E. 1½-litre, grey, red leather, radio, heater, rebored, resprayed, immaculate; £475 o.n.o.—92, Colony Rd., Dorchester. Tel. 1297. [8576

JAGUAR

1952 XK120 (Dec., 1951) silver, red upholstery, one owner, 16,000 miles, no comps; £995.—Holland & Hollinshead, Alsager S.O.T. Tel. Alsager 406-7. [8444

£525!!!—1948 Jaguar 3½-litre saloon, literally looks and handles like a thoroughbred, spotless coachwork, undoubtedly a bargain, choice of 2.—Below.
£795!!!—1950 Jaguar Mark V 2½-litre sports saloon, exceptionally fine example, unblemished condition throughout, excellent tyres, full equipment including heater; 3 months' guarantee; hire purchase, exchanges.
LAMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

1951 XK120 fixed head coupe, 14,000 miles; £1,375.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1050

JAGUAR Mk. VII saloon, 1952, one owner, under 5,000 miles, metallic blue, virtually as new and fully guaranteed; £1,575.—C. G. Norman & Co., Vic. 2211. [8489

1948 Jaguar 3½-litre d/h coupe, grey, good hood, very nice condition, guaranteed; £525.—Silverthorne Motors, Ltd., 46, Fitzroy St., W.1. Euston 7811. [C4011

1947 Jaguar saloon 2½, splendid condition, performance, must sacrifice, £450; new Jaguar delivered.—Hollock, 12, Cyprus Gardens, N.3. Finchley 3546. [8023

1953 Mark VII Jaguar, works mileage only, black/red leather; £1,800.—Sidford Car Sales, 114, Commercial Rd., Southampton. Tel. 5252 (5 lines) [8741

COMPETITION 100 3½, new carbs., pumps, twin unused spares, racing screens, etc., beautiful condition, bargain at £350, o.n.o.—160, Waller Rd., S.E.14, evenings. [8223

£140—Jaguar 2½-litre saloon, '37 model, ohv, good condition, available 15.9.53.—Wood, The Cleeve, Rodbourne, Malmesbury, Wilts. Tel. Malmesbury 3200 [8585

1950 Mark V sports saloon, gunmetal grey with red leather, fitted radio and heater, a one owner car in excellent condition; £845.—Robbins, East Putney. Tel. 4581. [C3010

MARK VII Nov., 1951, 12,000 miles, black and brown; loose covers, rubber fitted mats, perfect condition and appearance; genuine in every detail; £1,350.—Box 0556. [8697

JAGUAR XK120, 1950, black, very good condition, mileage 20,000, never raced, special new tyres just fitted, extras; price £1,050.—Write to, Dr. Jacobson, 11, Wilson St., Derby. [8391

1952 Jaguar Mk. VII pale blue saloon, left-hand drive (export model), heater, radio, perfect condition, carefully driven, one owner; £1,200 o.n.o.—Sir George Young, Foreign Office. [8443

£750—1949 (July) Jaguar Mark V saloon, finished in lavender grey with green leather, radio, heater, excellent condition throughout.—Forest Rd. Garage, Coalville, Leics. Tel. 881. [8462

SURELY the cheapest 1952 Mk. VII Jaguar ever offered; black with brown interior, magnificent condition, 15,000 miles only; our price £1,395.—Corner (Car Sales), Ltd., 68, Albion St., Leeds. Tel. 31618. [8515

1938 (June) Jaguar 2½-litre saloon, black/leather upholstery, reconditioned engine, exceptional condition throughout; £275.—K.L.M. Motors, Ltd., 101, Brighton Rd., Coulsdon, Surrey. Upl. 4841. [8644

DROP head coupe!! 1951 (June) 3½-litre Jaguar, dove grey, a very attractive car in beautiful condition, radio, new tyres and hood, really low mileage; £985.—R. C. Wimbush, Ltd., 312, Earls Court Rd., S.W.5. Fremantle 6401. [C4056

1948 (late) Jaguar 1½-litre saloon, special equipment model, green, green leather, radio, heater, speedo, 22,000, new tyres, a perfect car in every respect; £585.—Caffyns, Ltd., Meads Rd., Eastbourne. Tel. Eastbourne 4343. [8618

1952 (January) gunmetal Mark VII saloon, pale blue upholstery, as new throughout, spare unused, 9,000 miles, H.M.V. radio, rimbellishers, spot lamp, screenwash, 2-speed wiper motor, must be sold; best offer.—Kendall's Garage, Ansty Rd., Coventry. Tel. Walsgrave 2555. [8570

1951 Jaguar XK120, pecial finish, extras and modifications costing £700, a beautiful car in almost new condition throughout, must be seen and tried to be fully appreciated; £1,275; part exchange enquiries invited.—G.P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [C3016

1939 Jaguar 2½ saloon, £200 overhaul last Easter, included rebore, grinding crankshaft, new battery, self-starter, carburettors, reconditioned gear box, Radiomobile, details application, owner going abroad; best offer; consider credit note against purchase car 1954.—Morrison, Holt, Middleton Cheney, Banbury. [8567

1947 Jaguar 1½-litre special equipment saloon, most beautifully finished in black with red leather interior, fitted heater, Ace discs, Lucas P80 chrome headlamps and twin passlamps, fitted works' reconditioned engine, almost new tyres, this car is in most excellent condition, the appearance is equal to many 1952 cars; £460.
MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Salford, 6. Manchester Pen. 3457. [C3000

1953 Jaguar Mark VII saloon, fitted with Borg Warner automatic transmission, l.h.d., finished in lavender grey with red upholstery, bench type front seat, radio, rimbellishers, etc., supplied in June, last, total mileage 2,700; taxed; indistinguishable from new.—Sanders and Sons, Jaguar Main Agents, Hitchin, Herts. Tel. 691. [8399

1938 Jaguar 3½-litre S.S.100, engine just completely rebuilt, crank ground and balanced, clutch relined, four new Goodyear Eagles, new hood, new Hartford shock absorbers, latest type S.U. carburettors, coachwork and chrome first class, this is not just another S.S. but undoubtedly the finest in the country; £595 o.n.o.—Freeman, Pad. 9476. [8558

JAGUAR

CAMDEN MOTORS for Jaguars.—2½-litre drop head foursome coupe, 1959, one of the most genuinely original specimens we have handled, excellent chassis and engine which shows no signs of undue wear, coachwork sound with no major blemish, a really nice car; £545.
CAMDEN MOTORS for Jaguars.—2½-litre saloon, late 1940, £500 mechanical reconditioning including maker's overhaul and recent engine rebore, sleeve, reground crankshaft, etc., all bills available, appearance definitely up to post-war standard; £595.
CAMDEN MOTORS for Jaguars.—2½-litre saloon, 1946, silver grey with red leather, built-in heater, Ace wheel discs, etc., two fastidious owners; £465.
CAMDEN MOTORS for Jaguars.—2½-litre drop head foursome coupe, very scarce right-hand drive 1949 model, a beautiful car fitted push-button radio, heater, discs, pass lights, etc.; £595.
CAMDEN MOTORS for Jaguars.—1½-litre 12hp sports saloon, 1957, extensively reconditioned mechanically this year at cost of over £150 (bills available); £195.
CAMDEN MOTORS for Jaguars.—1½-litre 14hp sports saloon, 1959, another pre-war car in post-war mechanical order, works replacement engine October, 1952 (9,000 miles), one owner since 1944, superb specimen, £395.
CAMDEN MOTORS for Jaguars.—1½-litre sports saloon, 1959, in good average condition for pre-war series, excellent runner; £295.
CAMDEN MOTORS for Jaguars.—1½-litre sports saloon, 1940, the prototype of post-war models, coachwork just recellulosed and looking almost as new, mechanically outstanding too; £395.
CAMDEN MOTORS for Jaguars.—1½-litre sports saloon, September, 1946, purchased direct from original owner (senior bank official, just retired), carefully and moderately used and serviced regularly by local distributors; £465.
CAMDEN MOTORS for Jaguars.—1½-litre sports saloon, 1948, special equipment model registered 1.2.48, heater, discs and seat covers, just completely overhauled, outstanding order, £575.
CAMDEN MOTORS for Jaguars.—1½-litre sports saloon, 1946, standard model with no heater, excellent mechanical order but cellulose showing slight signs of fading, offered at a strictly competitive price; £495.
CAMDEN MOTORS for Jaguars.—3½-litre saloon, 1948, all extras, discs, radio and heater, attractive silver-grey finish, nominal mileage only; £595.
CAMDEN MOTORS for Jaguars.—3½-litre saloon, 1947, one owner, 26,000 total miles, engine reconditioned within the last 3,000; £545.
CAMDEN MOTORS for Jaguars.—3½-litre saloon, 1947, at only £595 this car represents outstanding value, coachwork is frankly off-colour and needs recellulosing, expenditure of about £40 will make this a really nice car.
CAMDEN MOTORS for Jaguars.—Mark V saloon, 1950, in pastel green, fitted heater, wing mirrors, Nu-way protective mats, extremely good condition; £845.
CAMDEN MOTORS for Jaguars.—Mark VII saloon, June, 1951, previously owned by Director of International industrial concern now taken up overseas appointment; this car has been unused since February this year, usual extras, latest 1953 Rimbellishers, very low mileage, £1,495.
CAMDEN MOTORS the Jaguar Specialists. The above are just a few models picked at random from our amazing selection of Jaguars; call, write or phone for further details:—
CAMDEN MOTORS the Jaguar Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. [C1035

1948 Jaguar 3½-litre special equipment saloon, grey, first-rate mechanical condition, unblemished appearance; £545; 3 months' written guarantee, free after-sale service, usual h.p. facilities.—Harold Simons, Ltd., Simons Corner, 397-401, High Rd., East Finchley, N.2 (junction of North Circular and Gt. North Rd.), 5 minutes trolley E. Finchley tube. Finchley 0052-53. Ring any time. [C4065

MARK VII Jaguar (23.4.1953), birch grey, red leather, heater, screen washers, H.M.V. model 4500 all-wave 7-band radio, burglar alarm, magnetic drain plugs fitted to engine sump, gear box and rear axle, spring-loaded wing mirrors, Rimbellishers, specially made badge bar, mileage 1,950, meticulously run in and maintained; list price plus £69 for extras; new Velox or Zephyr taken in part exchange.—Box 0543. [8654

1951 Jaguar XK120, this car is something really outstanding in that some £700 has been spent on modifications, extra equipment and special paint and chrome finish throughout, colour mustard and black with upholstery to match, radio, heater, blinkers, twin exhausts, etc., a beautifully maintained car unmarked and virtually as new, must be seen and tried to be fully appreciated; part exchange enquiries welcomed.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [C3016

Jaguar Cars Wanted

CASH MART, Ltd., wish to purchase Jaguar cars.—150, Park Lane, W.1. Grosvenor 5454. [0875/R

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Jaguar.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

COOMBS & SONS (GUILDFORD), Ltd.
URGENTLY wanted good condition post-war Jaguar cars, offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. [0254/R

SAUL & SLATTER Ltd., 44-46, Aldermans Hill, N.13.
MAIN dealers, urgently require modern Jaguar cars.—Tel. Palmers Green 5631-2-3. [W4002/R

JAGUAR wanted in good condition for cash.—Valentine 4674, after 6 p.m. [W2019

BARTLETT.—Jaguar XK120 urgently required.—27a, Pembridge Villas, W.11. [W1013

OFFER your Jaguar to Rudds, 65, Victoria Rd., Central Station, Worthing 4635. [6429

MARSTON MOTOR Co., Ltd., for your Jaguar.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0180/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Jaguar Cars Wanted

PERFORMANCE CARS urgently require Jaguars.—Great West Rd., Brentford, Middlesex. Ealing 5841. [W5041

S.S. 100 sports 2-seater wanted immediately in good condition; no dealers; 17, Hamilton Close, London, N.W.8. [8686

1939 1½-litre saloon, in part exchange for Ford Zephyr.—Beardmore, 26, Queensway, W.2. Bayswater 0136. [W1015

WANTED, XK120, privately, must be genuine low mileage, one owner; no dealers.—Tel. Carmarthen 7225, after 8 p.m. [8449

XK120 no extras, small mileage, one owner, specimen; no dealers.—Stuart, 68, Stafford Rd., Seaford. [8551

1946-49 1½-litre Jaguars urgently required.—London Cars, 592-6 Greenford Rd., Greenford, Middx. Waxlow 2643. [W2057

R. P. POWELL MOTORS, Ltd., East London area dealers.—Good used Jaguar cars required.—321, Romford Rd., Forest Gate, E.7. Maryland 4818. [0434/R

H. F. EDWARDS urgently require good Jaguar for immediate cash; distance no object.—Details please to 28, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001

JAGUAR d/h coupe wanted, 1948 or later, 2½-litre preferred, in exchange for 1948 Austin 16 in good order, equal condition; R.A.C. or A.A. exam. both ways.—Summerhill, Newlands, Warley, Halifax. [8480

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HENLYS, Ltd.

ENGLAND'S Largest Jaguar Service Station.

GREAT West Rd. Brentford. (Ealing 5477).

SPARES and replacement engines for all models from 1936.

AND at Manchester, Cheetham Hill Rd., Deansgate 6216-7.

QUICK completion of repairs [0563/R

SAUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.13.

FULL stock of spares, Jaguar repairs and maintenance.—Service Station, Green Lanes, N.13. Palmers Green 3631-2-3. [8400Z/R

PEERLESS MOTORS, Ltd., main dealers for Buckinghamshire.—Jaguar spares; replacement units and repairs facilities.—Bath Rd., Slough. Tel. 22594. [0430/R

R. P. POWELL MOTORS, Ltd., East London area dealers.—Full repair and spares service available.—321, Romford Rd., Forest Gate, E.7. Maryland 4818. [0435/R

LEONARD WILLIAMS & Co. (1940), Ltd., offer Jaguar service by factory trained personnel at Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [0528/R

LANCASHIRE specialised sales, repair and spare parts service, large stocks available.—Parkers, Ltd., Bradshawgate, Bolton. Tel. 4090. Deansgate, Manchester. Tel. Deansgate 4507. [0391/R

WEMBLEY COURT MOTORS SERVICE STATION.—Comprehensive range of all Jaguar spares in stock; specialised service and maintenance for Jaguar cars.—Wembley Court Motors Service Station, Forty Avenue, Wembley. Arnold 1154-5. [0719/R

JEEP

JEEPS, private or commercial, all spares, return post.—Wick Autos Hampton Wick. Kin. 4718. [0620/R

1952 (first reg.) Jeeps, all types; spares.—Davies & Groves, 1-3, Dorset Close, N.W.1. Pad. 8345. [0619

£120 buys a special bargain.—See Metamet famous for 12 conversions.—96B, Belsize Lane, N.W.3. Hampstead 8251. [0527/R

JEEPS!!! Several first-class Willys and Ford Jeeps for sale, also comprehensive stock of spares.—Autowork, Ltd., Winchester. Tel. 4834. [C1010

JEEPS.—Britain's leading Jeep specialists, all spares in stock; prompt despatch; rebuilt Jeeps, detachable bodies, utilities; 24-hour service.

MOTORCRAFT GARAGES, Station Approach, Gunnersbury, W.4. Chiswick 3013/0621 [0241/R

UNIVERSAL CAR DISTRIBUTORS (LONDON), Ltd.—Jeep spare parts, home and export; all spares stocked, exchange plan engine, gear box, water pump, etc., new hoods, gasket sets, brake linings, etc., etc.—351-353, High Rd., Chiswick, London, W.4. Chiswick 1919. [0033/R

Jeeps Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash price for Jeep.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

JENSEN

BROOKLANDS: Individuality, new and used cars.

NEW Jensen Interceptor saloon available.

BUY or sell your car at

103, New Bond St., London, W.1. Mayfair 8351-6. [C1029

JOWETT

DICKS.

1952 Jowett Jupiter coupe, positively as new; £775.—Below.

1948 Jowett Javelin saloon, fitted radio, very attractive; £475.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [C1072

NEWNHAMS, Ltd.

1951 Jowett Javelin de luxe saloon, green, one owner; £675.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [C5024

B. J. HUNTER, Ltd., offer:—

1953 Jowett Jupiter coupe, unregistered, works mileage, shop soiled; bargain; £895.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

JOWETT

WM

WELBECK MOTORS, Ltd., Jowett enthusiasts, specialists and largest stockists in the country.

WE offer a complete range of the finest used Jowetts in the country; every Jowett we sell is covered by our unique no-condition, no-reservation, 3-month guarantee, under which any defect is made good free of all charge.

FOR instance:—

1952 Javelin de luxe in grey with red hide; mileage 17,124, nearly £100 worth of extras are fitted, and whole car is indistinguishable from new; £765.

JAVELIN de luxe in grey with red hide; mileage 15,583; a one owner carefully used car in first-class condition; original tyres still very good; £715.

1951 Javelin de luxe in torquoise blue with beige hide; mileage 28,005; very recent mechanical overhaul including engine and replacement back axle; appearance is unusually good; £660.

1952/53 Jupiter in British Racing Green, Series III engine, nearly £200 worth of extras; mileage 12,000, passed as new by Jowetts 3,000 miles ago, detachable hard-top; probably the finest Jupiter in the country; £850.

WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1. (near Baker St. Station). Welbeck 3991 (6 lines). [C4049

C. of P.

CLARKE'S OF PIRBRIGHT.

THE Jowett centre of the south.

DISTRIBUTORS

NEW and used Javelins.

DELIVERY from stock:—

1952 Javelin de luxe saloon, finished in black with brown leather, mileage 17,000, fitted latest P.E. engine; £800.

1952 Javelin saloon, one owner, 12,000 miles, fitted heater, twin spot lamps and wind screen washer; £650.

1952 Jupiter, one owner, British racing green; £695.

ALL used Javelins are reconditioned.

DAY and night service in Guildford, Woking and Aldershot area.

SALES staff available at all times.

PIRBRIGHT, Surrey.

BROOKWOOD 2201-2. [C1049

SAUL & SLATTER, Ltd., offer:—

1951 Jowett Javelin de luxe saloon, 17,000 miles; £650.

44—46, Alderman's Hill, N.13. Tel. Palmers Green 3631-2-3. [C4002

RICHARDS & CARR special offer:—

EX-BECQUART special 1953 Javelin, works prepared for rally use with every conceivable modification and extra; better than Jupiter performance with Javelin comfort; ready for immediate use in rallies or fast touring; £795.

JUPITER, 1952, 12,000 miles, red, luggage rack, etc.; £695.

RICHARDS & CARR, 35, Kinnerton St., London, S.W.1. Sloane 5424. [C5045

F. FAIRMAN & SONS, Ltd., East Surrey distributors.

1953 Jupiter Mk. I, scarlet, unregistered, shop soiled, bargain £900; also new Javelin de luxe saloons in stock; complete spares stocks.—Horley, Surrey. Tel. Horley 17. [0961/R

1951 Javelin de luxe saloon one owner, immaculate; £675.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston, Kin. 2241. [C4053

ACLAND & TABOR, Ltd., Welwyn By Pass, Herts. Welwyn 481-2-3, offer:—

1949 Jowett Javelin saloon, finished black, beige leather, radio, heater, very good order throughout; £535. [C1001

1949 (Dec.) Javelin saloon, green, heater, loose covers; £500.—Tel. Bat. 3023 after 5.30 p.m. [8445

GODFREYS, Ltd., Jowett main agents, specialised Jowett service, spares, repairs and new and used sales; factory trained mechanics.

GODFREYS, Ltd., 228-234, London Rd., Croydon. Cro. 3641-2. [0463/R

JOWETT and Javelin agents, spares and specialised service.—Colliver-Fisher, Ltd., Northwood, Middx. Tel. 777 (4 lines). [0422/R

1951 (Oct.) Javelin de luxe, maroon, radio, showroom condition throughout; £675.—Buntings Motor Exchange, Harrow. Tel. 6225/6. [7912

COOTER & GREEN, Jowett Main Agents.—Javelin and Bradford spares and repairs, sales and service.—Eden Park Garage, 485, Upper Elmers End Rd., Beckenham, Kent. Tel. Beckenham 2565. [0302/R

1953 Jupiter 3-seater convertible, 277 miles only, quite unmarked, fully guaranteed; £895.—The Jowett Distributors, Gordon Cars (London), Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [C4004

JAVELIN 1949 de luxe saloon, black, beige hide, heater and H.M.V. radio, under 10,000 miles since 1952 type engine fitted, car maintained in first-class condition by owner since new; £595.—Keene, Butterfield Lane, Howden, E. Yorks. [6492

Jowett Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Jowett cars.—320 Euston Rd., N.W.1. Euston 1212. [0874/R

JUPITER in good condition for cash.—Tel. Valentine 2098 or 5674 after 6 p.m. [W2018

Jowett Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Jowett.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

WM

WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1. Welbeck 3991, largest Jowett stockists in the country, would very much like to buy your Javelin or Jupiter if it is quite perfect and exceptional for its year; we particularly need a 1953 Javelin de luxe saloon, and will pay a most exceptional price for such a car. [W4049

B. J. HUNTER, Ltd., offer:—

FOR immediate purchase of your Jowett.

B. J. HUNTER, 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [W2040

FULL value paid for Jowett or similar.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W5016

JAVELIN and Jupiter wanted.—Richards & Carr, 35, Kinnerton St., London, S.W.1. Sloane 5424. [W3045

POUND notes for good Jupiter; fair price paid; private; no dealers.—Booth, Royal Oak Hotel, Ramsgate. [8730

Jowett Spares and Service

MILESTONE (SERVICE GARAGE), Ltd., main agents, Jowett Javelin, Bradford vans and trucks.

LARGEST stock spares in Southern England; immediate despatch, trade or private.—Tel. Erith 2469/2629. 508, Erith Rd., Bexleyheath. [0571/R

COLLIVER-FISHER, Ltd., unsurpassed service, spares and replacement units.—Northwood, Middx. Tel. 777 (4 lines). [0009/R

KINGSTON-ON-THAMES.—Distributors for Jowett, all facilities available.—G. W. Wilkin, Ltd., 1, Weston Park and 84, Eden St., Kingston. Kin. 2241-2. [8405Z/R

BUNTINGS MOTOR EXCHANGE offer unrivalled service of spares and repairs for Jowett Javelins, Bradford and pre-war Jowetts.—Bonnersfield Lane, Harrow. Tel. 6225-6. [0073/R

A. V. MOTORS, Ltd., Park Rd., Teddington, Middlesex. Tel. Kingston 0710.—The Jowett specialists and area agents, over 28 years' Jowett experience; spares and service. [0759/R

MOTORING to London? Bring your Jowett to the West End service centre for "Energol B.P. Lubrication," repairs, spares.—Wimbush's (Estd. 1760), Headfort Place, Hyde Park Corner, S.W.1. Sloane 0151. [0167/R

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THE most beautiful Lagonda owner-driver sedanca coupe, complete works overhaul, in unbelievably good condition; many expensive extras.—280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

GUY SALMON AUTOMOBILES offer:—

1953 (June) Lagonda 2.6-litre Tickford drop head coupe, Vantage engine, H.M.V. radio, rev counter, Ace Rimbellishers, screen washers, 1,600 miles; £2,950.

1950 Lagonda 2.6-litre drop head coupe, available approximately three weeks.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

BROOKLANDS.—Lagonda distributors, latest models.

1952 Lagonda 2.6-litre saloon; 15,000 miles.

1950 Lagonda 2.6-litre coupe; 17,000 miles.

1950 Lagonda 2.6-litre saloon; small mileage.

BUY or sell your car at

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!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

DAVIES MOTORS, Ltd. (managing director, J. E. Davies, 20 years service manager to Lagonda, Ltd.).

1935 3½-litre 4-door sports saloon, very good coachwork and mechanical condition throughout.

1937 4½-litre LG45 sports saloon, 4,000 miles since complete engine and chassis overhaul and coachwork receilulose.

1938 4½-litre LG6 drop head coupe, engine now being rebored and car comprehensively checked.

1951 series 2.6 sports saloon, one owner, recellulosed black, radio, heater, screen washers, Ace rimbellishers, serviced entirely by manufacturers.

FURTHER particulars of these and other models now in course of preparation available on request; any make taken in part exchange.

WE shall be pleased to send a fully qualified engineer to test your car and discuss minor or major overhauls.

DAVIES MOTORS, Ltd., 237, London Rd., Staines. Tel. Staines 4211-2-3-4-5 or (private) Walton-on-Thames 1562. [C10880

PERFORMANCE CARS, good selection, always available; written guarantee.—See under "Sports Cars." [C5041/R

1934 Lagonda Rapier 10hp 2-seater tourer, good condition; £165.—3, Marmion Drive, Manchester 21. [8379

1935 Lagonda 3½-litre 4-door sports saloon, in first-class order throughout; any trial; £200 o.n.o.—Tel. Ongar 272, Essex. [8720

1938 Lagonda V12 short chassis saloon, recent complete works overhaul, all latest modifications; £795.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015 [C4036

1937 Lagonda L.G.45 fitted with virtually new L.G. 6-cylinder engine in 1952, finished in most immaculate black with fawn leather interior and new loose covers, excellent tyres, taxed, this car is mechanically in superb condition and is capable of over 95mph; £450.

MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Salford, 6, Manchester. Pen. 5457. [C5000

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

LAGONDA

£395 !!!—Lagonda 4½-litre sports saloon, series LG45, 1957, magnificent specimen of this costly and desirable model, one fastidious and enthusiastic owner for many years, coachwork and interior practically unmarked, many extras, including radio, etc.
CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 204. Open till 8 p.m. Write for catalogue. [C1035

£1775.—Lagonda 2½-litre saloon, first registered January, 1951, speedo 19,700 genuine mileage; grey with blue upholstery; engine recently decarbonised by Legonda Motors; paintwork and interior excellent, radio and fog lamp, any trial.—Caffyns, Ltd., Meads Rd., Eastbourne. Tel. Eastbourne 4545. [8619

1952 Lagonda saloon metallized grey with red hide upholstery, one fastidious owner, genuine 22,300 miles, supplied and serviced since new by Caffyns, Ltd., twin fog lamps, fitted heater and air conditioning, cigarette lighter, screenwasher, automatic time switch for parking lights, Bray heater attachment, cigarette box incorporating automatic lighter, special thiefproof device, fitted case of spare bulbs.
DEMONSTRATION anywhere.—For sale by Caffyns, Ltd., Haywards Heath, Sussex. Tel. 1000 (5 lines). Cost new with extras approx. £3,700; price for quick sale £1,825. [8431

Lagonda Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lagondas.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R
PERFORMANCE CARS urgently require Lagondas.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W5041

Lagonda Spares and Service

DAVIES MOTORS, Ltd. (managing director J. E. Davies, 20 years' service manager to Lagonda, Ltd.) for all forms of Lagonda repair and maintenance—no matter what its type we can offer specialised service.
273 London Rd., Staines. Tel. Staines 4211-2-3-4-5. We are open on Saturday mornings. [81080

LANCHESTER

STRATSTONE, Ltd. Lanchester Distributors.
LANCHESTER 14hp saloon (1953), blue with blue leather, under 1,000 miles, as new; £1,095.
LANCHESTER 10hp saloon by Barker (1951), black with brown leather, 17,000 miles only; £875.
STRATSTONE, 40, Berkeley St., W.1. (Mayfair 4404.) Service, 7, Herbrand St., Russell Square, W.C.1. (Terminus 7464.) [C4022
LANCHESTER 18 Mulliner saloon, 1935, clean, smart car, only wants seeing.—C. Hossle, Folkestone 78306. [8706
1939 Roadrider d.l. saloon, good cond., extras; £285, o.n.o.—16, Olive Grove, Dursley, Glos. Dursley 2014. [8598
1940 Lanchester 14 Roadrider saloon, recellulosed black with brown leather interior, in really excellent condition; £265
MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Salford, 6, Manchester. Pen. 3457. [C3000
£135—1936-7 Lanchester 12 saloon de luxe, any trial.—G.P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yards Clapham South Tube). Batt. 1107-8-9. [C2024
£145—1937 Lanchester 11 de luxe saloon, runs well, an unrepeatable bargain; £75 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024
LANCHESTER 14 1957, completely recellulosed, mechanically good, a quality car in specimen condition; 215gns.—Carr Bros., The Soho Garage, Soho Sq., W.1. Ger. 1262. [C1041
1946 model Lanchester 10, one owner, well maintained, good condition; £500; seen by appointment.—The Walled House, Claremont Drive, Esher, Surrey. Claygate 2666 [8582
1935-6 12/6 Lanchester, mechanically perfect, engine completely overhauled, recon. flywheel assembly, new tyres, new front road springs, ideal for hire work; price £175.—Fenny Stratford Garage, High St., Fenny Stratford, Bletchley. Tel. Bletchley 45. [8450

Lanchester Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lanchester.—Hampstead (Tube), N.W.3. Ham. 6041 [W4018/R
LANCHESTER cars wanted in part exchange for new models; write or 'phone Ralph Clews, at the old-established Lanchester Agents, Coventry Motor Mart, Ltd., Coventry 2146. [0445
H. F. EDWARDS urgently require good Lanchester for immediate cash; distance no object.—Details please to 200, Great Portland St., London, W.1. Tel. Langham 0012. [W2005

Lanchester Spares and Service

ARCOT ENGINEERING, Ltd.—Preselected gear boxes, exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0237/R
ALLEN'S, Victoria Rise, Clapham, S.W.4. Lanchester and Daimler appointed agents and specialists for spares, repairs, etc.—Tel. Macaulay 6252-4 and 4199. [0642/R

LANCIA

MAIDSTONE ENGINEERING Co.
THE Northern Lancia specialists, offer:—
1938-9 Aprilia saloon just recellulosed in most attractive grey and blue, fitted reconditioned engine late 1952 the interior is upholstered in blue leather with new tailored loose covers to match, fitted all new tyres, this car is in really superb condition throughout taxed for the year, £425; choice of three from £395.
MAIDSTONE ENGINEERING Co., Cross St., Pendleton Salford, 6, Manchester. Pen. 3457. [C3000
1939 (May) Aprilia, blue, excellent condition, underseated, rechromed, new interior lining, full details on request; £485.—Taylor, Stoneroofs, Mizen Way, Cobham, Surrey. Tel. 570. [8437

LANCIA

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046
SERIES 2 Lancia Aprilia, exhibited show 1949, 41,000 kilometres, foursome drop head by Farina; £1,195.—Mansfield Autos, Ltd., Euston 2587. [C3001
1939 Lancia Aprilia in mint condition, rear suspension, gear box just overhauled, new clutch fitted, extras include radio and screenwashers, bodywork immaculate.—Bridge Garage, Probus, Truro. Tel. Grampound Road 116. [8595
1938 Lancia Aprilia reliable, economical, comfortable, fast and safe, good tyres, no rust and undersealed, interior recently renewed, Gallay heater, Marchal head lights, Bosch pass light, immersion water heater, teledraulics, etc., no dealers and only to appreciative home; £450.—Box 0415. [8156

Lancia Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lancia.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R
KEVILL, DAVIES & MARCH, Ltd., will buy second-hand Lancia Aprilias.—41-42, Hays Mews, Berkeley Sq., W.1. Gros. 2563. [W2054/R
LANCIA.—John S. Truscott, Ltd., urgently require good examples; highest prices for cash or exchange.—173, Westbourne Grove, W.11. Bay. 4274 [W4035

Lancia Spares and Service

LANCIA (ENGLAND), Ltd.—English branch and sole representative of the famous Italian company, all servicing and repair work, reconditioning, etc., carried out by our own staff of specialised mechanics, genuine Lancia factory-made spare parts available and supplied at short notice.—For information regarding general service reconditioning, technical data, etc., apply Lancia Works, Alperton, Wembley. (Perivale 5656.) [0320/R

LEA-FRANCIS

BJ. HUNTER, Ltd., offer:—
1947 Lea-Francis saloon hand made car at bargain price of £450.
BJ. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040
GUY ALFREDS & CO., offer: 1949 Lea-Francis 14hp saloon, radio.—6-7, Warren St., W.1. Euston 3268. [C1005
1948 Lea-Francis saloon, one owner, exceptional condition; £525.—Autowork, Ltd., Winchester. Tel. Winchester 4834. [C1010
1951 14hp saloon, one owner, completely overhauled, including rebore and resleeve, really mint condition; £645.—Alexander Engineering Co., Ltd., Haddenham 345, Ducks. [7704
LEA-FRANCIS 14hp saloon, July, 1952, one careful owner, 12,000 miles, black, brown hide, wonderful value; £850.—Claybourn's "The Car People," Hallgate, Doncaster. Tel. Doncaster 3414. [5500
CHARLES FOLLETT, Ltd., sole distributors Lea-Francis London and Home Counties, offer the following: 1950 Lea-Francis 2½-litre streamlined sal., black, sun roof, special red leather, heater, radio, screenwash, Ace Rimbellishers, complete overhaul in our service station 5,000 miles ago; £1,025.
1950 2½-litre sports 2-4-seater, 24,000 miles only, fitted high compression pistons, telecontrol shock absorbers, terrific performance, colour gunmetal, wind-up windows; £625
1949 Lea-Francis 14hp streamlined sal., black, 37,000 miles, serviced and guaranteed; £825.
IMMEDIATE delivery of new Lea-Francis 14hp sal., colour dark green leather, heater and demister, one only; at new list price £1,261/19/2, including P. Tax.
18 Berkeley St., W.1. Mayfair 6266.
SERVICE Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

Lea-Francis Cars Wanted

BJ. HUNTER, Ltd.,
FOR immediate purchase of your Lea-Francis.
BJ. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Gladstone 6303. [W2040
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lea-Francis.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R
CHARLES FOLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties are always glad to hear from Lea-Francis owners.
SHOWROOMS: 18 Berkeley St., W.1. Mayfair 6266.
OFFICIAL Lea-Francis London Service Station. Works and Stores:—
BARNSDALE Yard, off Elgin Avenue, W.9. Tel. Cunningham 5936-7. [0595/R

Lea-Francis Spares and Service

LEA-FRANCIS CARS, Ltd.
SPARES and service for all models from the manufacturers.—Head Office and Works: Much Park St., Coventry. Tel. 60204-5-6. [0592/R
GLANFIELD LAWRENCE, 2-10, City Rd., Cardiff, Lea-Francis Distributors East Glamorgan.—Spares and service. [0863/R
CHARLES FOLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties, are always glad to hear from Lea-Francis owners.
SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266
OFFICIAL Lea-Francis London Service Station. Works and Stores:—
BARNSDALE Yard, off Elgin Avenue, W. 9. Tel. Cunningham 5936-7 [0595/R

LINCOLN

ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Ot. West Rd., Brentford. Tel. Ealing 4506-9 [0747/R
1937 model Lincoln 7-passenger double enclosed limousine, face forward occasionals, by Hooper, immaculate throughout, offered at the special price of 195gns; hire purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2900. [C2055

MERCEDES-BENZ

MERCEDES-BENZ 1954 saloon, 16hp, good condition, resleeved, new battery, good tyres; £200 o.n.o.—Ham. 1734. [8717

Mercedes-Benz Spares and Service

MERCEDES-BENZ (GREAT BRITAIN), Ltd., Sales Service and Spares, 111, Grosvenor Rd., S.W.1. Victoria 8715-6. Night Service: Victoria 3144. [4755

MERCURY

ON all matters of sales, spare parts, repairs and service consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Ot. West Rd., Brentford. Tel. Ealing 4506-9. [0748/R

M.G.

PC PERFORMANCE CARS.
LARGE selection of M.G. cars, thoroughly checked over in our workshops and guaranteed for 3 months; clients travelling long distances to see our M.G.s are always sure of a comprehensive stock, not just one car which might prove unsuitable.
M.G. 1¼-litre sports saloon, 1949, £595; M.G. T.D. 2-seater roadster, 1950, £545.
M.G. T.C. 2-seater roadster, 1949, £495; M.G. T.C. 2-seater roadster, 1947, £385.
M.G. T.B. 10hp streamlined 2-seater, 1939, £345.
M.G. 12hp N.A. Magnette 2-seater, 1936, £245.
M.G. T.A. 10hp 2-seater, 1939, £295; M.G. T.A. 10hp 2-seater, 1938, £285.
M.G. T.A. 2-seater, 1937, £255; M.G. P.B. 9hp Airline coupe 1936, £245.
M.G. P.B. 9hp 2-seater, 1936, £245; M.G. P.A. 6hp 2-seater, 1934, £195.
M.G. J.2 8hp 2-seater, choice of 6, from £125; M.G. P.B. s/c 2-seater, ex-Harewood, £325.
M.G. V.A. 1½-litre d/h foursome, 1939, £325; M.G. 2-litre 18hp tourer, 1936, £195.
M.G. 2-litre 18hp saloon, 1936, £175; M.G. 2.6-litre sports saloon, 1939, £365.
PERFORMANCE CARS, Windmill Garage, Great West Rd., Brentford, Middlesex (Ealing 8841), or 107 New Cavendish St., Great Portland St., W.1. (Museum 8251.) [C3041
DICKS.
1948 M.G. TC sports 2-seater, very attractive and fast car; £595.
DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9 [C1072
CAR MART, Ltd.
1952 M.G. T.D., 13,000 miles; £625.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3454. [C1059
RAYMOND WAY.
RAYMOND WAY of Kilburn.
RAYMOND WAY. The Hire-Purchase specialists.
1948 M.G. TC roadster; this little car is in remarkable condition throughout; previously owned by an enthusiast, maintained regardless of cost; 429gns.
HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.
RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards.) [C4047
ELITE MOTORS offer:—
1949 M.G. T.C., green/green; £495.
1947 M.G. T.C., black/red; £395.
1939 M.G. T.A., grey/blue; £315.
1935 M.G. P.A., black/blue; £225.
ELITE MOTORS, 951-961, Garratt Lane, Tooting Broadway. Tel. Balham 2474 (10 lines). [C2005
PHILIP RICKARDS, Ltd., offer:—
1953 M.G. T.D., black finish, mileage 1,100, perfect, part exchanges, deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [C3051
PARADE MOTORS (MITCHAM), Ltd., offer:—
1946 M.G. T.C., black and red; £565.
1946 M.G. T.C., black, Jumbo tyres all round, bumper bars front and rear, twin tone horns, "Flamethrower" spot light, taxed; £590.
1939 M.G. V.A. 12hp 4-door saloon, immaculate throughout; £565.
1948 M.G. T.C., red and silver; £415.
PARADE MOTORS (MITCHAM), Ltd., 66-67, Monarch Parade Mitcham. Tel. Mitcham 3592. [C3036
CASS'S MOTOR MART.—1939 1¼-litre M.G. sports saloon, superb order.
1938 M.G. 2-litre sports saloon, excellent condition, written guarantee.—5, Warren St., W.1. Euston 4110. [C1040
ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. A Welwyn 481-2-3, offer:—
1948 (Sept.) M.G. 1¼ saloon, finished black with red leather upholstery, radio, heater, excellent order throughout; £625. [C1001
CHILTERN CARS offer the following competitively priced M.G. cars from stock:—
1949 supercharged T.C. Midget 2-seater, specially lightened, full all-weather equipment; £455.
1934 K.2 Magnette 2-seater, bronze head, E.N.V. preselector gear box, divided track rod; £225.
1940 series VA 1½-litre saloon, engine completely reconditioned 5,000 miles ago; £355.
1939 2-litre sports saloon, two owners since new, new tyres; £295.
1939 2.6-litre sports saloon, two owners since new, engine not yet run in, new tyres; £525.
CHILTERN CARS.—Terms, exchanges, 11a, Water Lane, Leighton Buzzard, Bedfordshire. Tel. 2060. [C1045

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

M.G.

TD M.G., Oct., 51, red, owner driver, good condition, no dealers; £550.—Box 0867. [8099

BEARTS of Kingston, M.G. specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin. 3348. [0082/R

UNIVERSITY MOTORS, Ltd., guaranteed cars always available.—80, Piccadilly, W.1. Grosvenor 4141. [0390/R

1951 model 1¼ M.G. saloon, brown, beige leather upholstery excellent condition throughout; £595.

MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8082. [C3004

£350—M.G. 1939 2.6-litre drop head coupe, exceptional condition.—Woking 1524 or Central 4741.—Box 0412. [8154

1949 M.G. T.C., red, 21,000 miles, new condition.—Barnard, Ludham Hall Lane, London Rd., Braintree, Essex. [8549

T.D. late 1951 de luxe, one owner, 14,000 careful miles, still almost new; £525.—37, Parkside Drive, Edgware. Edg. 3925. [8581

CREAM M.G. 1938 2-litre open sports, beautiful condition, real bargain; no dealers; £199.—9a, Chatham Place, Brighton. [8518

1953 M.G. T.D. Mark II, unregistered, list price, enthusiasts opportunity.—Fairlawn, Sutton Weaver, nr. Warrington. [8196

1939 M.G. TA Tickford drop head coupe, green, beautiful condition throughout; £295.—Campbell Symonds, Wembley 6262. [C1037

1946 M.G. T.C. 2-seater, green, 6,000 miles since rebore, radio, spotlights, excellent condition; £360.—Sloane 9346 (evenings). [8511

IMMEDIATE delivery, ex stock, M.G. T.D.—British & Colonial Motors, Ltd., 15-14, Upper St. Martin's Lane, W.C.2. Temple Bar 5588. [C1027

1938 T.A., excellent condition, reconditioned engine, many extras; £295 o.n.o.—1, Barn Cres., Stanmore, Middlesex. Week-ends. [8477

1949 M.G. T.C., exceptional throughout, black with red, new tyres, 16in rears; a genuine car with full history available; £495.

WHEELER & AYLAND, Ltd., Reading Rd., Basingstoke. Tel. 386. [8498

1949 M.G. TC 2-seater, 32,000 miles, in very nice condition; £435.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. [C4036

1952 TD, silver grey, red uph., new tyres, unscratched, 11,000 mls., 32mpg; £600.—Dennis, The Spinney, Mill Lane, Preatbury, Cheltenham. [8384

1947 M.G. T.C., engine reboredc brakes relined, carefully maintained, taxed; £385.—Adams, The Hazels, Pitch Place, Nr. Guildford, Worplesdon 41. [8737

1938 model M.G. 2-litre sun saloon, blue, exceptional condition, all good tyres, one owner; £260.—Porter, "Highfield," Highfield Rd., Chislehurst, Kent. [8725

£395—1947 M.G. T.C. sports 2-seater, taxed, '53 radio, amazing opportunity; £135 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

AN exceptional 2-litre M.G. sports saloon 1938, new tyres, taxed December, very clean and original, mechanically faultless; £290.—Keeler, 1, Lambolle Place, N.W.3. Primrose 2657. [8649

OPPORTUNITY.—1½ M.G. saloon, probably finest example existing, trivial mileage since £270 recondition, appearance almost as brand new.—Speedsters, Ltd., Horley (Surrey) 628. [C4020

1949 (Dec.) 10hp T.C. Roadster, many extras including tuned horns, chrome luggage grid, pass lights, etc.; mist green, hood new, taxed; an outstanding example; price £455.

BRIAN FINGLASS, Bugatti Sales & Service, 2, Pembridge Mews, Bayswater, W.11. Bayswater 3951. After 6, Tulse Hill 4755. [C2009

1953 (New) M.G. T.D., choice of colours, immediate delivery; £751/19/2; terms, exchanges.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [8184

1938 M.G. 1½-litre V.A. tourer, good tyres, bodywork good, tonneau cover, radio, wind horns, very well maintained; £270 o.n.o.—Mellor, 161, Burtons Rd., Hampton Hill, Middx. [8535

£575 (Sept.) 1951 M.G. TC, 15,000 miles, black with red leather upholstery, in new condition; terms, exchanges.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2881. [C2031

1948 M.G. TC, H.C. head, sports coil, Bluemels wheel, etc., excellent condition throughout; £395 o.n.o.—D. S. Bootle, c/o Miles Motors, 60, High St., Uxbridge, Middlesex. Uxbridge 125.2967. [C5070

1950 (Feb.) M.G. 1¼ saloon, black with beige leather, one owner, genuine 23,000 mls., perfect throughout; £650.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [8188

£475!!!—1949 M.G. T.C. 2-seater, in beautiful original red cellulose; this is a type of car always sought after but seldom found by the discerning enthusiast, 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

1949 (November) M.G. T.C. 2-seater, black, red leather, new hood, zip tonneau, screen washer, Mellowtone, chrome luggage grid, fog lamp, twin tail lamps, taxed December, specimen condition; £445; terms, exchanges.

C.N.K. MOTORS, 353, Finchley Rd., N.W.3. Hampstead 5712. [C1052

JACK ROSE, Ltd. (M.G. Agents and Stockists), offer: 600 miles only T.D., 4 weeks old in silver and red leather, £695; also 1949 T.C. in cream and green hide, many extras, a beautiful car; £465.—Stafford Rd., Wallington, Surrey. Wallington 6677-8. [C3056

ROYS offer:—1938 M.G. 1¼-litre sports 4-seater, new tyres, superb, £295; also 1937 T.A. sports 2-seater, £265; h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station). Euston 2700 and 8894. [C3059

M.G.

1951 series M.G. 1½ saloon, finished bronze with beige leather, most attractive one-owner car, thoroughly recommended with written guarantee; £675; terms, exchanges.—H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. [C2003

HATTON, Birmingham.—T.D. for £499!!! August, 1950, black, beige leather, genuine one owner, original log book, low mileage, extras include heater, loose seat covers, luggage grid, hand ignition control, etc., looks like a brand new motor car; any car in part exchange.—Hatton Motors, Ltd., 71, Broad St., Birmingham. Open till 6 p.m. Saturday. Midland 2437. [8714

1938 (May) M.G. 2-litre sports saloon, genuine mileage only 46,000, two owners only since new, this car has been really well cared for and is in 1948 condition throughout, colour metallic green with beige upholstery, fitted radio, discs and taxed Dec.; £525, exchanges and/or deferred terms considered.—Ashton, 11, Arundel Ave., Bispham, Blackpool. Tel. 51316. [8645

M.G. Cars Wanted

C M

THE CAR MART, Ltd., wish to purchase M.G. cars.—520, Euston Rd., N.W.1. Euston 1212. [0966/R

R

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for M.G.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

M.G. in good condition for cash.—Tel. Valentine 4674, after 6 p.m. [W2018

MAYFAIR GARAGES, Ltd.—Cash for M.G.s.—Balderton St., W.1. Mayfair 5104. [0696/R

REQUIRED, good used M.G.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 116. [W2000

PERFORMANCE CARS urgently require M.G.s.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W5041

M.G. 2-seater wanted, pre-war if faultless condition.—British Star Oil Co., 65, Highbury Park, N.5. Can. 1650. [7341

WANTED, M.G. Midgets, 1937-52, in good condition.—Ross Motors, Ltd., Regent St., Hinckley, Leics. Tel. Hinckley 558. [3328

URGENTLY required, 1947-51 M.G. 1¼ saloons.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [1439

H. F. EDWARDS urgently require good M.G. for immediate cash; distance no object.—Details please to 200, Great Portland St., London, W.1. Tel. Langham 0012. [W2005

M.G. Spares and Service

LARGEST and quickest spares service in the South of England.—Hewens Garages, Ltd., Reading. Tel. 4456. [0208

PERFORMANCE CARS.—M.G. sales, service, spares.—Great West Rd., Brentford, Middlesex. Ealing 8841. [83041/R

UNIVERSITY MOTORS, Ltd.—Largest stocks of M.G. spares outside the factory.—7, Hertford St., London, W.1. Gro. 4141. [0504/R

ROCKERS 6/- each, exchange; camshafts rebuilt, leaf-proof v/drive, most spares.—Thomson, 104, Kingston Rd., Wimbledon, S.W.19. Liberty 8496, 1-2 and after 7. [8656

M.G. Spares, most parts in stock for all models, 1930 onwards, including valves, guides, springs, rocker bushes, shafts, etc., replacement camshafts, rockers, dynamos, lead springs, wheels, hubs, vertical drive assemblies; prompt postal service c.o.d. and guaranteed workmanship in all our repairs.—A. E. Witham, Queens Garage, Queens Rd., Wimbledon (Station), S.W.19. Liberty 3085. [0435/R

TOULMIN MOTORS specialize in M.G. and M.G. cars only; repairs and complete overhauls all models, reconditioned engines in stock for types P, J, T and L, and M. Magnette exchange service dynamos, starters, crankshafts with rods, gear boxes, brake shoes, vertical drives, V.D. sleeves, rockers, rocker bushes, rocker shafts, valves, guides, springs and gasket sets with full range of M.G. spares always available; we specialize in racing spares.

WRITE or 'phone Toulmin Motors, 343, Staines Rd., Hounslow, Middlesex. Tel. Hounslow 2258 and 3456. Open all day Saturday and Sunday morning 10 a.m. to 1 p.m. [0349/R

MORGAN

SLOCOMBES, Ltd.

1952 Plus Four 2-seater, 9,000 miles, radio, immaculate; £550; part exchanges and h.p. terms welcomed; existing h.p. accounts settled; we close at 7.30 p.m., Saturdays 6 p.m.; write, call or telephone.—Slocombes, Ltd., 38-52, Dudden Hill, Lane, N.W.10. Willesden 4859. [C4017

CYRIL SHEPPARD OF READING.

1953 (May) Morgan Plus Four 2-seater, blue/black leather, 6,000 miles, one owner, twin spares as new, written guarantee; terms, exchanges; £655.—"Sheppards Hill," London Rd., Reading. Sonning 2345-6. [7942

MORGAN Plus Four, brand new, unregistered, 4-seater, British racing green; £775.—Hou. 1888. [8471

1939 Morgan 4/4 sports 4-seater, wireless and extras, good condition; £265; terms, exchanges.—Victoria Motors, Victoria Ave., Southend. Southend 2310. [8682

Morgan Cars Wanted

R

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Morgan.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Morgan Spares and Service

MORGAN 4/4 official spare parts stockists, service and repairs.—Basil Roy, Ltd., 161, Gt. Portland St., W.1. Langham 7735. [0514/R

MORGANS.—All available spares in stock.—F. H. Douglass, Morgan Specialist, 1a, South Ealing Rd., Ealing, W.5. Ealing 0570. [0728/R

MORRIS MINOR

GATEHOUSE offer:—

1951 Morris Minor convertible, black; £485.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mountview 4444. [C2021

METROPOLITAN MOTORS offer:—

1950 Morris Minor saloon, taxed year, excellent condition throughout; £520.—Metropolitan Motors, Horn Lane, Acton, W.3. Acorn 5064. [7087

PHILIP RICKARDS, Ltd., offer—

1952 grey Morris Minor saloon, heater, radio and seat covers, 9,000 miles; part exchanges, deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [C3051

GUY SALMON AUTOMOBILES offer:—

1951 Morris Minor convertible, 20,000 miles; £495. Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

HENDON CENTRAL GARAGE, Ltd., offer:—

1951 Morris Minor convertible, 17,000 miles, taxed, as new; £525.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [2034

1952 (August) Morris Minor tourer, 8,000 miles only; £535.—Mansfield Autos, Ltd., Euston 2587. [C3001

1951 and 1949 Morris Minor 2-door saloons; £525 and £475 respectively.—J. Fricker, Ltd., Park 5077. [C2016

1952 Morris Minor saloon, immaculate condition, radio, heater; £535, for quick sale.—Burgh Heath 2994. [8722

1953 (May) Morris Minor 2-door saloon, ohv, green, export model; 7,000 miles; excellent condition; £585.—Box 0476. [8419

LATE 1950 Morris Minor, 25,000 miles, grey with fawn upholstery, seat covers and mats fitted; £465.—John Jordan, Sandy, Beds. Tel. 64. [8709

1949 Morris Minor saloon, beautiful order; £465.—Smith and Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2512. [C4019

MORRIS Minor (Feb., 1953) 2-door saloon, 5,000 miles, heater, green, perfect, best offer over £600.—51, Norfolk Rd., Cliftonville, Margate, Kent. [8569

1949 (April) Morris Minor saloon, black fawn, almost new condition; £455.—Bertram Cowen, Ltd., Hermitage Lane, Streatham. Pol. 2100. [8371

1952 (August) Morris Minor tourer, one owner, as new, only wants seeing; £510.—Cottee & Edwards, Castle Boulevard, Nottingham 52215. [8635

1951 black 4-door Minor, heater, ammeter, thermometer, carefully maintained, one owner; £525.—43, Hemmingford Rd., Cheam. Fairlands 8656. [8754

1952 Morris Minor tourer, black with red upholstery, 11,000 miles, beautiful condition; £550.—Modern Service (Wimbledon), Ltd. Tel. Wimbledon 5155. [C3014

1950 Morris Minor saloon, 22,000 miles, extras, taxed year; £445.—Eric Hayes, Ltd., 13, Bishops Bridge Rd., Paddington, W.2. Paddington 0289. [C2033

PRIDE & CLARKE, Ltd.—1952 Morris Minor saloon, green/beige leather, 6,000 miles, £589; 1950, black/beige leather, £499; three months' guarantee; terms, exchanges; lists.—Stockwell Rd., S.W.9. Brixton 6251. [8463

JACK ROSE, Ltd., offer: 1952 Morris Minor saloon in green, unmarked inside and out, recorded mileage 8,000 odd, spare unused; £565.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [C3056

1950 Morris Minor saloon, excellent condition in all respects, loose covers; £485.—Garage Service Co., Ltd., 1081, Finchley Rd., Temple Fortune, Golders Green, N.W.11. Speedwell 8692, 3408 or 7006. [C2019

TANKARD & SMITH, Ltd., offer 1951 Morris Minor convertible, black with beige upholstery, excellent condition; £475; three months' written guarantee.—194-198, Kings Rd., Chelsea, S.W.3. Flaxman 4801-2-3. [C4026

Morris Minor Cars Wanted

C M

THE CAR MART, Ltd., wish to purchase Morris Minor cars.—320, Euston Rd., N.W.1. Euston 1212. [0716/R

R

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Moris Minor.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

FULL value paid for Minor or similar.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

1953 new or small mileage 2- or 4-door saloon urgently required; cash paid on sight.—Howey, 61, Park Ave., Seaburn, Sunderland. Collected anywhere. [7547

MORRIS EIGHT

MEBES & MEBES, Ltd. (est. 1893) offer:—

1948 (March) Morris 8hp saloon, fawn and black, brown upholstery, moderate mileage, interior and coachwork excellent; £410.—The Broadway, Mill Hill, N.W.7. Tel. Mil. 2040. [C3012

W. J. BROWN, Ltd., established over 30 years.

1948 (June) Morris 8 Series E 4-door saloon, black, brown leather, exceptionally clean inside and out; £410.

339 Finchley Rd., N.W.3. Hampstead 4414. [C1025

MORRIS 8 saloon, 10,600 miles, new condition; best offer.—Tel. Blandford 240. [8446

MORRIS 8 saloon, 1936, resprayed, taxed; £160.—Pol. 4720. 41, Arragon Gdns., Streatham, S.W.16. [8725

£110—1937 Morris 8 saloon, clean car; terms.—Autosnips, 5, Balham High Rd., Balham 1509. [C1009

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

MORRIS EIGHT

1939 Morris 8 Series E tourer, Ekco radio, attractive car, in good condition; £265.—Box 0498. [8421

1938 Morris 8 saloon; £145; terms, exchanges.—Norman Autos, 354, London Rd., W. Croydon. Tel. Tho. 4657. [8704

1939 Morris 8, Series E, 4-seater tourer, carefully used, one owner car, in excellent condition throughout; £225.

GARAGE SERVICE Co., Ltd., 1081, Finchley Rd., Temple Fortune, Golders Green, Speedwell 8692, 3408 or 7008. [C2019

MORRIS 8 2-str., 1935, replacement engine, good running order, taxed; £125.—Bowman's Garage, Weybridge. Tel. 1265. [C1055

1939 Morris 8 2-door saloon, one owner, low mileage; £255, terms.—Newbery Cars, Muswell Hill, N.10. Tudor 3394. [8647

1948 Morris 8 4-door sln., very clean; £410.—Smith and Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [C4019/1

MORRIS 8, 1939, tourer, extras include radio, windtones, seat covers, excellent condition; £295, o.n.o.—Wallington (Surrey) 6112. [8545

1946 Morris 8 2-door saloon, black with brown interior, recently fitted reconditioned engine; £365.—Robbins, East Putney. Tel. 4581. [C3010

1946 Morris 8 2-door saloon, black with brown interior, very clean, excellent condition; £295.—Rootes Motors, Emberbrook 2026 and 3051. [8671

1938 Morris 8 4-door saloon, new engine, recellulosed, new head linings and carpets, splendid little car; £210.—Kirkdale Cars, 319a, Kirkdale, S.E.26, Sydenham 6129. [8661

1947 Morris 8 2-door saloon, black with brown leather interior, recently fitted reconditioned engine, excellent condition; £325.—Root's Motors, Emberbrook 2026 and 3051. [8672

S.G.A. MOTORS, Morris 8 specialists, offer the following selected cars, which have been thoroughly checked in our workshops and are guaranteed for three months:—

1939 series E 4-door saloon; £295.

1938 2-door de luxe saloon; £225.

1937 2-door saloon; £195.

1935 2-door saloon; £145.

1938 4-seater tourer; £215.

1935 2-seater tourer; £145.

OTHER good selected Morris 8 saloons and tourers always in stock; hire purchase and exchanges; open 9-6.30 Monday to Saturday inclusive, or any time by appointment.—S.G.A. Motors, 14, Atherstone Mews, Cromwell Rd., S.W.7 (two minutes Gloucester Rd. Tube). Western 3208. [C4065

1946 Morris 8 series E 2-door saloon, reconditioned engine just fitted, spotlamp, black with brown upholstery, good tyres, clean car; £330.—Jeffs, Jordan, Sandy, Beds. Tel. 64. [8710

£350—1947 Morris 8 saloon, one owner, recently fitted with new engine, practically new condition; terms, exchanges.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2881. [C2051

1938 Morris 8 2-door saloon de luxe, black, works reconditioned engine, attractive bodywork, realistic price; £169.—London Cars, 592-6, Greenford Rd., Greenford, Middlesex. Waxlow 2645. [C2057

ROYS special offer for only £39 down and 25/- p.w. 18 months.—1936 Morris 8 saloon with new engine, taxed; or £120 cash; H.P. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. (Near Camden Town Tube Station.) Euston 2700 and 8894. [C3059

Morris Eight Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris 8.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R

MORRIS 8 tourer 1935/39 wanted, in good condition.—Gordon Wooderson, 48a, Drewstead Rd., S.W.16. Streatham 8638. [W4059

MORRIS TEN

1939 Morris 10 Series M, black, excellent condition; £275.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common, Battersea 5573. [C5005

1947 Morris 10, one owner, exceptional condition; £350.—Tel. Sloane 4961. [8719

£425 Morris 10 1948 4-door saloon, original throughout, excellent performance, mechanically good; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7 (50yds Holland Park Tube), Exchanges, h.p. [C1017

1939 Morris 10, resprayed, new head linings and carpets, excellent mechanically; £245.—Kirkdale Cars, 319a, Kirkdale, S.E.26, Sydenham 6129. [8660

Morris Ten Cars Wanted

WANTED, Morris 10, urgent.—Traynor Motors, Ltd., Tel. Grangewood 2530. [W4032

WHY accept less for your Morris 10 saloon when you can get its full market value from FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2254. [C2008

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris 10.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MORRIS TWELVE

1934 Morris 12 saloon; £95 or £35 deposit.—Kings Autos, 725-727, High Rd., Seven Kings, Essex. Tel. Seven Kings 3535. [C2048

ROYS offer:—1936 Morris 12 saloon, original, taxed, new tyres; £165; h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station). Euston 2700 and 8894. [C3059

MORRIS FOURTEEN

1936 Morris 14 saloon, £85; 3 months' guarantee, terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 189, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4064

MORRIS OXFORD

RAYMOND WAY.

RAYMOND WAY of Kilburn.

RAYMOND WAY. The Hire-Purchase specialists.

1952 Morris Oxford saloon, 13,000 miles only, carefully driven and maintained, coachwork and interior as new; 629gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards.) [C4047

MONTROE MOTORS offer:—

1949 Morris Oxford l.h.d. saloon; £435.

MONTROE MOTORS (N. H. Boswell), 91-7, Epping New Rd., Buckhurst Hill, Essex. Buc. 1171-2. [8679

W. J. BROWN, Ltd., established over 30 years.

1953 (May) Morris Oxford saloon, black, red leather, heater, 14,000 miles, immaculate; £665.

339 Finchley Rd., N.W.3. Hampstead 4414. [C1025

MORRIS Oxford, 1950, maroon, for sale.—Apply to Box 0544. [8633

1949 (July) Morris Oxford, grey, lovely condition; £315.—Bertram Cowen, Ltd., Hermitage Lane, Streatham. Pol. 2100. [8576

GUY ALFREDS & Co. offer: 1952 Morris Oxford saloon, heater, superb order.—6-7, Warren St., W.1. Euston 3268. [C1006

1950 Morris Oxford saloon, 12,000 miles only, £575.—Apply, Rosewood, Brockley Rd., Bexhill-on-Sea. Bexhill 255. [8552

1951 Morris Oxford, low mileage; £595; exchanges, etc.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. Molesey 6199. [C3037

1951 Morris Oxford, black, far above average, £590.—Smith and Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [C4019

1952 Oxford, H.M.V. radio, heater, grey, 17,000 miles, one owner, excellent condition; £650.—Montrose Motors, Ltd., Wembley 2636/4445. [8626

£495—1949 (July) Oxford, 22,000 miles, as new, with heater; terms, exchanges.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2881. [C2051

1950 model Morris Oxford 4-door saloon, blue and beige leather, one owner, low mileage, very clean, guaranteed; £525.—Kings Motors, 1, High St., Hounslow. Hou. 0175. [C2049

1951 Morris Oxford saloon, black, brown leather, heater; any inspection invited; 3 months' guarantee; £595.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [C4034

TANKARD & SMITH, Ltd. offer 1950 Morris Oxford, grey with maroon leather, heater, exceptional condition, one owner; £565; three months' written guarantee.—194-198, Kings Rd., Chelsea, S.W.3. Flaxman 4801-2-3. [C4026

Morris Oxford Cars Wanted

CMT THE CAR MART, Ltd., wish to purchase Morris Oxford cars.—150, Park Lane, W.1. Grosvenor 5454. [0717/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Oxford.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MORRIS SIX

HEARTS & Co., Ltd.

1950 (July) Morris Six saloon, finished in black with brown upholstery, carefully maintained, an outstanding value at £495.—102, London Rd., Kingston-on-Thames. Tel. 5348. [C1081

1953 (July) Morris Six saloon, 2,000 miles, cost £825; accept £795.—Green & Zonis, 246/252, Deansgate, Manchester, 3. Tel. Deansgate 5325-6. [C2028

1950 Morris Six, new engine recently, radio, heater, maroon; £485; consider exchange; h.p.—Macdonald, 64, Church St., Church Gresley, Nr. Burton-on-Trent. [8622

£565!!!—1950 Morris Six saloon, regularly serviced by late owner, who has nursed this car since purchase, would suit the most fastidious buyer, only wants seeing, 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

Morris Six Cars Wanted

CMT THE CAR MART, Ltd., wish to purchase Morris Six cars.—150, Park Lane, W.1. Grosvenor 5454. [0875/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Six.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MORRIS MISCELLANEOUS

£85.—Morris saloon, 1933, reconditioned engine, sound throughout, nice appearance.—Col., 7542. [8751

Morris Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

HATTON'S will buy post-war Morris models; distance no object.—Lord St., Southport. Tel. 2268. [0798/R

MARSTON MOTOR Co. for your Morris.—Tel. Stamford 8000. Seven Sisters Rd., Tottenham, N.15. [0998/R

Morris Miscellaneous Cars Wanted

MORRIS wanted.—Smith's, 86, Chase Farm Rd., N.W.1. Gul. 2767. [0824/R

Morris Spares and Service

MORRIS.—Genuine spares and specialist repair service, immediately available in the West End.

MORRIS & Co., Cleveland Garages, Cleveland St., W.1. Tel. Mus. 1952/8574. [0542/R

FOR Morris service consult Morris specialists.—W. T. Mason & Co., 2, Ley St., Ilford (Tel. Ilford 0961). [0471

NASH

SIMPSON'S offer:—

1950 Nash Ambassador Custom, hydramatic, fitted with radio, heater and all extras, l.h.d., colour black.

SIMPSON'S MOTORS (WEMBLEY), Ltd., (American Car Specialists), 345, High Rd., Wembley. Wembley 8691/3903. [C4015

OLDSMOBILE

£345.—Oldsmobile Club coupe, 1939, superb.—Valiz Cars, East Sheen. Prospect 7520. [8665

DISTRIBUTORS (RAWLENCE), Ltd.—Sales Service and spares.—Blindley Heath, Nr. Lingfield, Surrey. Tel. 330-1. [0217/R

1947 Oldsmobile 6-cylinder r.h.d. saloon, one owner, genuine 18,000 miles since new, leather upholstery, £795.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. [C4056

OLDSMOBILE main dealers for London, Middlesex, Essex and adjoining counties.—Lex Garages, Ltd., 2, Lexington St., W.1 (Gerrard 8600); Service Workshops and Spare Parts: 7, Pembridge Villas (nr. Westbourne Grove), W.11 (Bayswater 6626-7.) [0576/R

Oldsmobile Cars Wanted

OLDSMOBILE main dealers.

LEX GARAGES Ltd., are interested to buy recent model Oldsmobile cars.

LEX GARAGES, Ltd., 2, Lexington St., W.1. Gerrard 8600. [0627/R

SIMPSONS MOTORS (WEMBLEY), Ltd., the Oldsmobile buyers. Wembley 8691/3903. [W4015/R

DISTRIBUTORS (RAWLENCE), Ltd., Blindley Heath, nr. Lingfield, Surrey. Tel. 330-1. Will buy post- and pre-war models at good prices. [0115/R

OPEL

MAYNER MOTORS, Ltd.—Opel distributors; buyers of all models, comprehensive range of spares; exchange engine and unit service.—1-6, Southampton St., Southampton. Tel. 3266/4944. [0526/R

Opel Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Opel.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

PACKARD

PACKARD 1949 4-door saloon, blue, radio and heater.—Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3. Kensington 4858. [C4028

PACKARD convertible coupe, December 1950, maroon, low mileage, £975; exchanges, etc.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. Molesey 6199. [C3037

£295.—7-seater September, 1938, Packard Super 8 saloon, privately owned, very carefully kept; terms, exchanges.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2881. [C2051

1950 (August) Packard 8 saloon, 29,000 miles, finished black, radio, heater, loose covers, taxed December, immaculate; trade enquiries welcomed.—Motourists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2. [C3018

PACKARD double enclosed limousine, very beautiful condition throughout, interior as new; specially priced at 175gns; hire purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [2035

£345!!!—8-seater Packard Super Eight limousine, 1937 series one of the most costly and desirable pre-war American limousines in existence, widest face forwards, winding division, twin spare wheels, etc.; recommended to hire concern requiring quality pre-war car ready to give a lasting period of service.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035

LIMOUSINE (£1395 models) Super-52hp/1937, also 1935, Deluxe Coachwork, black, forward occasionals, magnificent condition throughout, exceptional value. Certified mechanically. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1006

Packard Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Packard.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

LEONARD WILLIAMS & Co. (1940), Ltd.

PACKARD Sole Concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 5400. [0191/R

SIMPSONS MOTORS (WEMBLEY), Ltd., the Packard buyers.—Wembley 8691/3903. [W4015/R

DROP head, good condition, history, photo returnable 1937-8-9.—Bridge, Kirtlington, Oxford. [8586

JOE THOMPSON (MOTORS), Ltd., require Packards.—97, Fulham Rd., S.W.3. Kensington 4858. [W4028

7-SEATER privately owned Limousine required cash waiting. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [W1006

Packard Spares and Service

JOE THOMPSON (MOTORS), Ltd., Packard spares, repairs specialists.—97, Fulham Rd., S.W.3. Kensington 4858. [S4028

LEONARD WILLIAMS & Co. (1940), Ltd., Packard Sole Concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 5400. [0469/R

PLYMOUTH

ANDOVER MOTOR Co., Ltd., offer:—

(1ST reg. 1947) Plymouth l.h. drive de luxe saloon with H.M.V. radio; to clear £210.—Andover, Hants. Tel. 3405. [C4005

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

PLYMOUTH

SIMPSON'S offer:—

1951 FIRST registered 1951 Plymouth 4-door sedan, fitted with all extras, l.h.d.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 545, High Rd., Wembley. Wembley 8691/5905 [C4015

PONTIAC

SIMPSON'S offer:—

1951 Pontiac saloon 2-door, fitted with radio, heater, and seat covers, Catalina hard top, l.h.d., colour blue.

1951-2 Pontiac 4-door sedan, fitted with radio and heater, l.h.d., colour Bismarck green.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 545, High Rd., Wembley. Wembley 8691/5905. [C4015

Pontiac Cars Wanted

METCALFE & MUNDY, Ltd., will buy your Pontiac car.—280, Old Brompton Rd., S.W.5. Fremantle 5471. [W3064

SIMPSONS MOTORS (WEMBLEY), Ltd., the Pontiac buyers; also large selection for sale. See under "American Cars".—Wembley 8691/5905. [W4015/R

Pontiac Spares and Service

FOR Pontiac spares and Pontiac service.

U.S. CONCESSIONAIRES, Ltd., Pontiac Works, Jubilee Place, Chelsea, London, S.W.3. Tel. Flaxman 7752-4.

SOLE distributors Great Britain for Pontiac cars and Pontiac parts. [0617/R

PORSCHE

COLBORNE GARAGE, Ltd., Ripley, Surrey, England. Sole Concessionaires. All services available.—Tel. Ripley 2561. [0629/R

RACING CARS

COOPER'S GARAGE (SURBITON), Ltd., of Surbiton. Tel. Elm. 5546, are the sole concessionaires for Great Britain of the Cooper 500 and Cooper-Bristol formula II racing cars. [0621/R

PERFORMANCE CARS have a selection of vehicles suitable for competitions including 2-litre H.W.M. Alta 2-seater; Ardun Allard streamlined 2-seater; Cooper Mark V. J.A.P.; 1,500 Cooper-Lea-Francis; M.G. P.B. ex-Harewood; M.G. T.B. 2-seater; details of Formula 2 and 3 available upon request.—See also under "Sports Cars." [C5041

RAILTON

A-ONE MOTORS (LONDON), Ltd., Railton Specialists, 24, North Side, S.W.18. Vandyke 5181. [0353/R

MAJOR J. P. S. BARBER, 10, Sussex Mews East, W.2. Paddington 8639 (night Bayswater 6755).—All models available and wanted. [5778

Railton Cars Wanted

REQUIRED, good used Railton.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

RENAULT

RENAULT cars, spare parts, repairs and service.—Renault, Ltd., Western Ave., Acton, W.3. Acorn 4656. [0421/R

WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton, Elmbridge 1873, offer:—

1953 750 de luxe saloon, specially tuned, taxed, loose covers, pearl/black; £600.

1946 12hp saloon de luxe, blue, grey leather, roomy, spotless; £350.

1938 17.9 foursome drop head coupe, 80 mph, 30 mpg, radio, taxed; £250. [0126/R

£265—1949 Renault 8 4-door saloon, very clean car; terms.—Autosnips, 5, Balham High Rd., Balham 1509. [C1009

1953 (May) Renault 750 saloon, 4,000 miles only, Dunlopillo upholstery, taxed year, spotless; £570; exchanges, h.p.—11, Perrymead, Prestwich, Manchester. Tel. Prestwich 2057. [8588

Renault Cars Wanted

RICHARDS & CARR buy rear-engined Renaults.—35, Kinnerton St., London, S.W.1. Sloane 5424. [W3045

WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton, Elmbridge 1873, purchase all models. [0127/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Renault.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Renault Spares and Service

GLANFIELD LAWRENCE, 2-10, City Rd., Cardiff, Renault distributors.—East Glamorgan—spares and service.—Tel. 20531. [0911/R

RILEY

SCOTT CARS offer:—

1950 (October) Riley 2½-litre, radio, heater, and host of other extras, 20,000 miles; only £825.

SCOTT CARS, 347, Finchley Rd., Lond n, N.W.3. Hampstead 2100/8676. [C4016

BOON & PORTER, Ltd.

DISTRIBUTORS.

1953 series 2½ saloon, green, heater, 8,000 miles, in new condition throughout; £1,098.

1948 2½ saloon, black/brown lowers, H.M.V. radio, 31,00 miles, excellent condition; £725.—Castelnau, S.W.13 (by Hammersmith Bridge). Riverside 4444. [C1022

CLARKE & SIMPSON offer:—

1948 Riley 1½-litre saloon, black, recent maker's overhaul, excellent throughout; £635.

CLARKE & SIMPSON, Ltd., 49, Sloane Sq., S.W.1. Tel. Sloane 4727. [C1048

MAYFAIR COUNTRY CARS offer:—

1949 (October) roadster, in a superb condition; £725.—7, George Yard, Grosvenor Square, W.1. Mayfair 0131 [C3008

1952 Riley 2½-litre saloon, as new; £1,095.

GORDON CARS (LONDON), Ltd., 375, Euston Rd., N.W.1. Eus. 6611. [C2023

RILEY

MONTROE MOTORS offer:—

1947 Riley 1½-litre saloon; £595.

MONTROE MOTORS (N. H. Boswell), 91-7, Epping New Rd., Buckhurst Hill, Essex. Buc. 1171-2. [8680

CHARLES FOLLETT, Ltd., offer:—

1950 (Dec.) Riley 2½ saloon, black, green leather, radio and heater, one owner, very clean car throughout, guaranteed; £775.

18 Berkeley St., W.1 Mayfair 6266.

SERVICE Works and Stores—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5956. [C2010

GUY SALMON AUTOMOBILES offer:—

1949 Riley 1½-litre saloon, 19,000 miles, in the hands of one extremely careful owner, full service history available, original condition throughout, coachwork and tyres perfect; a really outstanding example; £765.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. [C4001

D. J. SHEPHERD & Co (ENFIELD), Ltd.

1948 Riley 2½-litre, black with green hide upholstery, fitted heater, twin spotlamps, Ace Rimbellishers etc., mileage 32,000, spotless condition, taxed; £700.—D. J. Shepherd & Co. (Enfield), Ltd., 435, Hertford Rd., Enfield. Howard 1631. [C4009

BROOKLANDS.—Individuality, new and used cars.

1952 Riley 2½-litre saloon, excellent.

103 New Bond St., London, W.1. Mayfair 8351-6. [C1029

1951 Riley 2½-litre saloon, black, beige, one owner, radio, heater; £955.

RIPCO, Ltd. (Rileys Purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952/3/4. [C3052

RILEY 12hp Adelphi saloon, superb cond.; £230.—85, Conway Cresc., Greenford, Middx. [8735

£275—Riley 9 1937 Merlin, cellulose unmarked, exceptional performance; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50yds Holland Park Tube.) Exchanges; H.P. [C1017

SUSSEX specialists for Riley cars and spares.—Caffyns, Ltd Lewes 1221. Successors to Lewes Motors, Ltd. [0057/R

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars." [C3041/R

BEARTE, of Kingston, Riley specialists, sales, spares repairs.—102, London Rd., Kingston. Kingston 3548 [0079/R

£210—Riley £1937 12/4 Falcon saloon, preselector, —23, Ringmore Rise, Forest Hill, S.E.23, evenings. [8385

1939 Riley 12 saloon good condition; £290.—Clairmonte Bros., Shanklin Rd., London, N.9. Mountview 5285. [C1056

1950 1½-litre Riley, radio, black, speedo 22,000, one owner; £750.—Montrose Motors, Ltd., Wembley 2656/4443. [8625

1953 (Sept.) Riley 1½-litre saloon, black with brown leather, 1955 features, genuine, 7,000 miles, as new; £995.—Below.

1947 (Jan.) Riley 1½-litre saloon, black with all red leather, one owner since new, recently fitted new factory engine; almost as new; £600.—Gibsons Sports Cars (Xchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681.

1949 Riley 1½-litre, black, one owner, maintained by Riley distributor; £595.—G. E. Harper, London Rd., Stevenage. Tel. 700 [8435

£575 o.n.o.—1947 2½-litre saloon, black, mileage 38,900, beautifully maintained, immaculate.—107, Lonsdale Rd., Oxford. Tel. 58206. [8517

THE RILEY CENTRE at 189-195, Pavilion Rd., Sloane St., S.W.1 (3 minutes Sloane Sq. Tube), Sloane 8326, offer the following Rileys:—

£255—1937 Monaco 9hp, in excellent condition throughout taxed.

£195—1934 Kestrel 12hp, a beauty, taxed.

£170—1932 Gamecock 9hp 2-seater sports, spot on condition, aero screens, stone guards, etc., taxed.

£135—1932 Gamecock, as above.

£100—1932 Monaco 9hp saloon, excellent condition, taxed.

MANY others from £55 and all with written guarantee.

AS we sell Rileys only we can offer you the best price for yours. [C3069

1946 Riley 1½-litre sln., immaculate; £555.—Smith and Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2512. [C4019

GUY ALFREDS & Co. offer: 1948 Riley Kestrel, magnificent order, considerable sum spent on chassis.—6-7, Warren St., W.1. Euston 3268. [C1005

RILEY 1½-litre, 13/2/50, black with brown upholstery, low mileage, car in perfect order.—Tel. Howard 2032 between 10 a.m.-5 p.m. Price £725. [8438

1952 Riley 2½-litre saloon, built-in heater, loose covers, mileage 9,200, like new; £1,100; one owner.—Brill, Elborough House, Corsham, Wilts. [8532

£95—1934 Riley 12/6 de luxe saloon, an excellent car for modest outlay; £45 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

NAYLOR & ROOT.—1947 Riley 1½ saloon, black, red hide, very carefully maintained; £625; written guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3022

JACK ROSE, Ltd., offer 1949-50 Riley 1½-litre saloon, in maroon, 22,000 miles, a beautiful car; accept £685.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [C3056

ALL Riley sales and service facilities available at our new depot, new and second-hand bargains; demonstrations by appointment.—Coventry Motor Mart, Ltd., The Riley Distributors, London Rd., Coventry. Tel. 2146. [0446/R

RILEY

1951 Riley 2½-litre Sportsmans saloon, finished in the original and unblemished sun-bronze, a genuine spec'men example, one owner, genuine 19,000 miles, fitted new H.M.V. radio, heater, taxed; £675.

MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Salford, 6, Manchester. Pen. 3457. [C3000

£775—August, 1949, Riley 2½-litre saloon, colour red with beige upholstery; this car is fitted with heater and radio and taxed to December 31; it is in excellent condition throughout and has an exceptional performance.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [C1070

CAMDEN MOTORS for Rileys.—Pre-war models of all types and all horse powers, Kestrels, Monacos, Falcons and Merlins from £145; 1939/40 Nuffield, Adelphi and Kestrel saloons, 1½-litre and 2½-litre models from £295. For post-war Rileys see below:—

CAMDEN MOTORS for Rileys.—2½-litre saloon, 1951 model, immaculately finished in pastel grey and black, fitted heater and screen demisting, passlights and screenwash, interior upholstery shows hardly any signs of appreciable wear, guaranteed in writing and recommended at £895.

CAMDEN MOTORS for Rileys.—2½-litre saloon, 1952, in black with tan leather, first registered and delivered June 1952, unlicensed since last December due to prolonged illness of late owner who is now forced to give up motoring; this car has had six months use only; £1,045.

CAMDEN MOTORS for Rileys.—2½-litre saloon, 1952, about one month older than above and fitted extras costing over £120, including radio, heater, screenwash, etc., beautiful appearance in maroon and black; £995.

CAMDEN MOTORS for Rileys.—2½-litre drop head foursome coupe, 1951, equipped with similar extras to above and faultlessly maintained by member of well-known titled family, extremely good condition all round; £995.

CAMDEN MOTORS for Rileys.—2½-litre saloon, February 1950, fitted works replacement engine March this year, bills available for this and other work carried out at considerable cost, including underbody protective treatment, etc.; £825.

CAMDEN MOTORS for Rileys.—1½-litre saloon, June 1948, one owner since new and quite faultlessly maintained mechanically, original makers' finish in green and black, new set of Goodyear all-weather tyres; £645.

CAMDEN MOTORS for Rileys.—1½-litre saloon, 1948 model, black, green leather, attractive appearance and a car which has been carefully used; £595.

CAMDEN MOTORS for Rileys.—Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035

RILEY Big 4 Adelphi saloon, fitted overdrive and free wheel, new rear axle and five new tyres, in good condition throughout; £250, pre-war Morgan or M.G. taken in part exchange.—Holmes, 5, Union Rd., Newcastle-upon-Tyne. [8621

ROYS offer: 1937 Riley 9 Monaco saloon, previously owned and well maintained by engineer, replacements completed where necessary, coachwork and interior excellent; £225; h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. (Near Camden Town Tube Station). Euston 2700 and 8694. [C3059

Riley Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Riley cars. —150, Park Lane, W.1. Grosvenor 5454. [0969/R

R

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Riley.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

EXCEPTIONALLY high prices paid for Rileys in good condition.—Mayfair 0131 [W5008

OFFER your Riley to Rudds, 65, Victoria Rd., Central Station, Worthing 4635. [6424

YORKSHIRE.—The Riley buyers, Barkers of Oakwood, Leeds, 8. Tel. 58236/7 [0094/R

FULL value paid for Riley or similar.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W5016

WANTED 1947-8 Riley 1½ around £500; details, please.—6, Birch Tree Way, Croydon. [8718

CNK MOTORS require clean pre-war Rileys.—353, Finchley Rd., N.W.3. Hampstead 5712. [W1052

BLAKES, Riley distributors, will purchase any Riley cars.—110, Bold St., Liverpool, 1. Tel. Royal 6622. [7755

PERFORMANCE CARS urgently require Rileys.—Great West Rd., Brentford, Middlesex, Ealing 8841. [W3041

URGENTLY required, 1946-52 Riley 1½-litre saloons, —Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [1440

H. F. EDWARDS urgently require good Riley for immediate cash; distance no object.—Details please to 200, Great Portland St., London, W.1. Tel. Langham 0012. [W2005

Riley Spares and Service

HARTLEY'S for Rileys, spares and service.—165-171, Stanstead Rd., Forest Hill, S.E.23. Forest Hill 2244/5. [0246/R

ARCOT ENGINEERING, Ltd.—Preselector gear boxes, exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7301 [0238/R

J. JAMES (LONDON), Ltd., carry the largest stock of Riley spares in the country, special equipment for mechanical and coach repairs.—Carkers Lane, Highgate Rd., London, N.W.5. Gul. 5446. [0992/R

RILEY distributors for 29 years.—Comprehensive list of spares, quotation and advice invited; send your engine for complete overhaul by specialists.—Moss's Agencies, Ltd., High St., Leamington Spa. Tel. 67. [8140

ROLLS-ROYCE

VINTAGE AUTOS.

WE always have an ever-changing selection of good pre-war Rolls for sale at very reasonable prices and we are always interested in purchasing similar Rolls

VINTAGE AUTOS, 66, London Rd., Tooting. Tel. Mitcham 2981. [C4039

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROLLS-ROYCE

HROH. R. OWEN, Ltd.

LONDON'S leading specialists in Rolls-Royce and Bentley cars offer the following selection:—

1949 James Young razor-edged sports saloon, black with blue hide; £3,650.

1939 Wraith Hooper touring limousine, black with pigskin hide and fawn cloth; £1,950.

1937 25/30 Mayfair saloon with division, black and cream with fawn hide; £1,275.

1934 20/25 Park Ward limousine, black with hide and cloth; £695.

WE are interested in the purchase of Rolls-Royce cars, and invite communication from owners who have such vehicles for disposal.

H. R. OWEN, Ltd.,

17, Berkeley St., London, W.1. Tel. Mayfair 9060. [C5052

RIPPON.

RIPPON.

RIPPON BROS., LTD.

THE leading Northern Rolls-Royce and Bentley specialists.

HAVE a very fine selection of post-war Rolls-Royce and Bentley cars.

RIPPON BROS., Ltd., Huddersfield 7070 (10 lines). Also Bradford, Leeds and Sheffield. [0905/R

RM offer:—

1937 Rolls-Royce 25/30 semi-razor-edged sports saloon by Thrupp & Maberly, grey with wine upholstery, large boot, a very pretty car in exceptional condition; £1,475.

ANY trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9288. [C5060

P.B., Ltd., offer:—

1939 Rolls-Royce Wraith, Park Ward sports saloon, just recellulosed two-tone beige, grey leather upholstery, exceptionally low mileage.

1936 25/30hp Rolls-Royce Hooper sports saloon, black, brown leather.

1936 20/25hp Rolls-Royce Hooper sports saloon, black, brown leather.

1933 Rolls-Royce Phantom II Park Ward sports saloon, black, red leather.

PADDON BROS., 60, Cheval Place, South Kensington, S.W.7. Tel. Ken. 9477/7478. [C5053

JACK OLDING OF MAYFAIR.

OFFICIAL Rolls-Royce and Bentley retailers offer early delivery of new cars with standard and special coachwork, also the following used cars from their selection:—

1950 Silver Wraith enclosed drive limousine by Park Ward; face-forward extra seats; one owner; 32,000 miles; £3,500.

1938 Phantom III Windover razor-edged saloon with division, black, beige leather; 40,000 miles; £1,975.

1927 20hp Rolls-Royce modernized in 1937, 4-door saloon body with boot and dropping division; £300 overhaul paid Rolls-Royce, 1953; £550.

AUDLEY House, North Audley St., W.1. Mayfair 5242. [C5030

SWANMORE GARAGE offer:—

PHANTOM III seven seater; £1,275.

PHANTOM II saloon by Gurney Nutting; £835.

PHANTOM II saloon by James Young; £835.

20-25 shooting brake; £1,175.

EXCHANGES or terms.

SWANMORE GARAGE, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43544. [C4024

CLARKE & SIMPSON offer:—

1934 Rolls-Royce 20/25 sports saloon with rear boot, black, blue leather, one owner until 1951, 74,000 miles, full history available, specimen condition; £745.

1939 Rolls-Royce P. III D.L. series Sedanca de Ville by H. J. Mulliner, black, 20,000 miles only, one of the most luxuriant 7-seaters in existence, in a condition which is indistinguishable from new.

1948 Rolls-Royce Silver Wraith Sedanca de Ville, H. J. Mulliner, black/cream, 16,000 miles, in superlative condition.

CLARKE & SIMPSON, Ltd., 49, Sloane Sq., S.W.1. Tel. Sloane 4727. [C1048

JACK OLDING OF MAYFAIR.

OFFICIAL Rolls-Royce and Bentley retailers offer early delivery of new cars with standard and special coachwork, also the following used cars from their selection:—

1938 Phantom III Windover razor-edged saloon with division, black, beige leather, 40,000 miles; £1,975.

AUDLEY House, North Audley St., W.1. Mayfair 5242. [C5030

TAYLOR & CRAWLEY offer:—

1939 Rolls-Royce Wraith (WHC), mitred-edge sports saloon by Thrupp & Maberly, 1,000 miles since complete overhaul by authorised specialist, owner-driver car of great appeal; £2,150.

48, Kensington Court, W.8. Western 6015. [C4036

HEARSES from stock, 1934-1937 25-30hp, brand-new hearse bodies. Seen:—

ALL Trade Enquiries, Station Approach, Kew Gardens, Alpe & Saunders (Coachbuilders), Ltd., Richmond 1161. [8465

1933 (May) Rolls-Royce 20/25 Hooper limousine face-forward occasionals; £525.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. [C5025

ROLLS-ROYCE

JB

JACK BARCLAY, Ltd.,

EXCLUSIVELY for Rolls-Royce and Bentley.

LARGEST Official Retailers of Rolls-Royce and Bentley; please write for stock list; open until 8 p.m.

EXAMPLE.—1950 Silver Wraith drop head coupe by James Young, painted grey and upholstered in beige hide, speedometer reading 29,000 miles; price, £3,650.—Jack Barclay, Ltd., Berkeley Sq., London, W.1. Open until 8 p.m. Tel. May. 7444. [C1082

MASCOT MOTORS, Ltd. offer:—

1937 25hp Vanden Plas convertible sports saloon.

1935 25hp Hooper sports saloon with division.

1935 25hp Tickford 4-light saloon.

1934 25hp Hooper sports saloon with division.

1933 25hp Park Ward sports open tourer.

1933 40-50hp Freestone & Webb continental sports saloon.

1932 25hp Freestone & Webb sports saloon.

1931 25hp Mulliner 4-light saloon.

WE are anxious to purchase pre-war Rolls-Royce and Bentley with owner-driven coachwork.

MASCOT MOTORS, Ltd., 237-243, Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1251-2. [C5007

!! Chipstead Motors, Ltd.—See our advertisement ** under "Sports Cars." [C1046

1936 Rolls-Royce 25/30 Windover limousine, in very good condition; £650.

1935 Rolls-Royce 20/25 Arthur Mulliner limousine, well kept; £595.

ALL enquiries to Head Office, Carrs Auto Sales, Ltd., Standard House, South End, Croydon. Tel. Croydon 6088. [7373

ROLLS-ROYCE 25hp saloon, 1934, genuine 50,100 miles, beautiful condition; £825.—Hobbs, Burrowsdene, Farnham, Surrey. [8581

LIMOUSINE, 1933 25hp, face-forward seats, leather, discs; £595, exchanges.—Lawton Goodman, 36, North Audley St., W.1. [C2022

ROLLS-ROYCE Phantom I limousine, leather lined, good running order; £65.—Bardgett, 351, Westgate Rd., Newcastle-on-Tyne. [8568

CASS'S MOTOR MART.—Rolls-Royce 20-25 sports saloon rear opening boot, black, superb condition. —5, Warren St., W.1. Euston 4110. [C1040

1947 Rolls-Royce Hooper limousine, mileage under 40,000, exceptionally beautiful car; offers around £3,850.—34, Wentworth Ave., Bournemouth. [8530

ROLLS-ROYCE 20hp shooting brake, 1929, fine maple body fitted 1949, excellent throughout, tyres as new, two owners; £375.—Automo, Ltd., Hampstead 3430. [8689

WALTER SCOTT, Ltd.—1937 Rolls-Royce 30hp Barker limousine, black, 42,000 miles, exceptional; £1,075.—39, College Crescent, Hampstead, N.W.3. (Swiss Cottage Tube.) Pri. 5914. [C4006

1928 Rolls-Royce 7-seater limousine, Phantom I; £335 or £115 deposit; this car has been stored for five years.—Kings Autos, 725-727, High Rd., Seven Kings, Essex. Tel. Seven Kings 3536. [C2048

1950 (Aug.) Rolls-Royce Silver Wraith, 24,000 miles only, Windover saloon, col. grey, cloth upholstery; £2,950.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1050

1948 (July) Rolls Wraith, Mulliner coachwork, radio, heater, mileage 18,000, completely overhauled and modified to 1953 by makers, not since used.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0821-2. [C5040

EVANS & O'MALLEY, Ltd., offer: 1936 Rolls-Royce owner-driver saloon, in really exceptional condition, having run only 58,000 miles; 895gns.—Lowndes Square, Knightsbridge, S.W.1. Tel. Sloane 1355 or 1709. [7938

HEARSE, 1934/5, SK Series, Phantom II fitted partitioned 6-Bearer Deluxe Coachwork, exclusive equipment, exceptional value, certified mechanically, £985. Alpe & Saunders, Providence Court, North Audley Street. Mayfair-2941. [C1006/1

EXECUTOR'S sale, a 25-30 Rolls-Royce sports saloon by Hooper, black, brown leather, equipment includes sun roof, heater, R100 head lamps, twin trumpet horns, Wraith type fog lamp, windscreen washers, latest kneeling mascot maintained through much of its life by Rolls-Royce, history available.

R. C. MORTLAKE, 253, Kensal Rd., London, W.10. Arnold 4604. [C5017

LOOK! You want a cheap Rolls? I have one! Phantom I, 1928 chassis, limousine body about 1935, four very good Dunlops, discs, Windtone horns, new battery, runs very well indeed, price about £145. —Photos, and details from A. Proctor, Royal Beacon Hotel, Exmouth. [8576

1949 Rolls-Royce Wraith Park Ward saloon, finished Burgundy with Bedford Cord upholstery; genuine mileage 15,000 since new; this car is the property of a discriminating motorist, and is offered with every confidence at £3,650.—Loxhams Rolls-Royce and Bentley Showrooms, Preston. Tel. Preston 4245. [C2064

H. A. FOX & Co., Ltd.—Rolls-Royce Phantom III semi-razor edge, Park Ward touring limousine, fitted with fully dropping division, bucket seats in front, fittings include radio, demister, folding picnic tables with flask and sandwich box, cocktail cabinet, cigarette box, ash trays, two companions and large luggage accommodation, car finished in blue, with maroon leather upholstery and carpets to match, first registered 1938 but comparatively small mileage and in fine order, history of car available; offers invited.—H. A. Fox & Co., officially appointed Rolls-Royce retailers, 5 Burlington Gardens, Old Bond St., London, W.1. Tel. Regent 7037. [8427

ROLLS-ROYCE

CM

CAR MART, Ltd.

1939 40 Rolls-Royce Wraith Park Ward limousine, 74,000 miles; £1,575.

CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1. (Corner of Piccadilly). Grosvenor 5454. [C1035

BRADSTOCK MOTORS offer:—

ROLLS-ROYCE 25-30, first registered February 1937, owner-driver saloon, with drop division, fitted radio, heater, windscreen washers, passlights, an outstanding car with an exceptional history; £895; terms, exchanges.—Chase Rd., Epsom. Tel. Epsom 633. [8676

ROLLS-ROYCE Phantom II, most handsome 1935 owner-driver 4-light 4-door saloon by Gurney Nutting, drop division, cocktail cabinet, etc.; low mileage; £950.—Claude Burgoyne & Co., St. Peter's Garage, St. Peter's Rd., Hammersmith, Riverside 7674. [8728

OWNER-DRIVER 1938/30hp (GGR Chassis) Barker, 4-light saloon without partition, swept tail, concealed boot, recorded mileage 19,000, leather throughout, carefully maintained, opportunity, £1340.

LIMOUSINE 1935/25hp, partitioned, black, forward occasionals, boot, carefully maintained, £565.

LIMOUSINE 1937 (GRO Series) Thrupp Maberly, partition, forward occasionals, black, recorded mileage 25,000, reasonable cost.

LIMOUSINE Phantom III, Mulliner, partition, exceptionally roomy, forward occasionals, black, rear boot, lavishly equipped, beautiful lines, low mileage 44,000, only private owners, £895.

9280 miles Phantom III, delivered 1946 (BT Series —history available), Park Ward partitioned black Limousine, forward occasionals, magnificent condition throughout, unrepeatable opportunity, £1570.

WRAITH 1939/30hp Park Ward partitioned Limousine, forward occasionals, carefully maintained, recorded mileage 25,000, black, reasonable cost.

WRAITH 1939/30hp Hooper, partitioned Limousine Deluxe, forward occasionals, black, magnificent condition throughout.

ALPE & SAUNDERS always purchase Rolls-Royce Providence Court, North Audley Street. Mayfair-2941. [C1006

Rolls-Royce Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Rolls-Royce cars.—Gloucester House, 150, Park Lane, W.1. (Corner of Piccadilly.) Grosvenor 5454. [0970/R

J. MARSHALL.

WANTED, Rolls-Royce 22/22 and 20/25, all types of coachwork, any condition.

J. MARSHALL, 869, St. Albans Rd., Watford. Tel. Garston 2569. [0498/R

A&S always purchase 7-passenger 25/30hp Limousines, also Coupes and Saloons with boot.

A&S urgently require Phantom II private saloons. Alpe & Saunders, Providence Court, North Audley Street. Mayfair-2941. [W1006

PERFORMANCE CARS urgently require Rolls-Royce. —Great We Rd., Brentford, Middlesex. Ealing 6841. [W5041

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Rolls-Royce.—Hampstead (Tube). N.W.3. Ham. 5041. [W4018/R

WE are open to purchase any type pre-war Rolls-Royce cars, complete or otherwise.—Compton, 69, Westow St., Crystal Palace, S.E.19. Livingstone 5562. [0545/R

ROLLS-ROYCE pre-1914 Silver Ghost touring car, must be good condition, coachwork.—Partics. to Welham, 5, Surbiton Hill Rd., Surbiton. Elmbridge 1875. [0596/R

THE SOUTHERN MOTOR Co. is interested in the purchase of all types of Rolls-Royce cars, particularly our pre-war replicas.—Lowfield Heath, nr. Crawley, Sussex. Crawley 437. [6285

CHARLES FOLLETT, Ltd., officially appointed retailers and repairers, buy good late cars.—18, Berkeley St., W.1. Mayfair 6266.—Service works and stores: Barnsdale Yard off Elgin Avenue, W.9. Tel. Cunningham 5956-7-8. [0597/R

Rolls-Royce Spares and Service

JACK BARCLAY, Ltd.

LARGEST official repairers Rolls-Royce cars.

SERVICING or overhauls.

COACHWORK renovations and accident work.

LARGE stocks of spares.

WORKS: Lombard Rd., Merton, S.W.19 (close Sth. Wimbledon Tube). Liberty 7222 (8 lines). [81082/R

CHARLES FOLLETT, Ltd., officially appointed retailers and repairers.

SHOWROOMS: 18 Berkeley St., W.1. Mayfair 6266.

SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Avenue, W.9. Tel. Cunningham 5956-7-8. [0614/R

JACK OLDING, official retailers and repairers, reception in the heart of Mayfair, complete overhauls, mechanical or coachwork.—Tel. Mayfair 5242 for collection.—18, Providence Court, W.1. [8305/R

ALL spares for 20 and 25hp Phantom I and Phantom II chassis; also reconditioned replacement engines guaranteed for 12 months for the above models; full repair service at reasonable charges; also wheels, tyres, etc.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv. 5362. [0064/R

ROVER 10

MONTROE MOTORS offer:—

1938 Rover 10 saloon, black; £255.

MONTROE MOTORS (N. H. Boswell), 91-7, Epping New Rd., Buckhurst Hill, Essex. Buc. 1171-2. [8681

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROVER 10

1939 Rover 10, grey, outstanding; £380.—31, Chairborough Rd., High Wycombe, Bucks. [8594

£295.—Rover 10 saloon, excellent condition, taxed year; bargain.—Ring Gulliver 2662. [8685

1939 (May) Rover 10 2-door saloon, green with green leather, chauffeur maintained; £395.—Robbins, East Putney. Tel. 4581. [C3010

1949 Rover 10 saloon de luxe, immaculate condition; £385; 3 months' written guarantee.—Browns Garage, Loughton (Essex) 4119 (Tube). [C1054

£375.—Rover 10 saloon, March, 1940, in very nice order, well kept, black and brown leather; or £125 deposit and 12 or 18 monthly payments.—Starnes Motors, 105, Cricklewood Broadway, N.W.2. Gla. 2480. [8686

CAMDEN MOTORS for Rovers.—10hp special sports-man's saloon, 1938-9, a very, very scarce and desirable model with distinctive 4-light body styling, large rear luggage boot, etc., a very pretty car in Rover grey, upholstered in blue leather, major works overhaul to engine this year; £395.

CAMDEN MOTORS for Rovers.—10hp 4-door de luxe saloon, June, 1940, exactly as 1947 model; this car was laid up during the war and since 1946 only 34,000 miles have been recorded; whole condition very much above average; £435.

CAMDEN MOTORS, the Rover Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1055

ROVER 12

DICKS.

1946 Rover 12 saloon, unused considerable period; £525.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [C1072

HENDON CENTRAL GARAGE, Ltd., offer:—

1947 series Rover 12 saloon, taxed, immaculate condition throughout; £535.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [2034

1936 Rover 12hp saloon, excellent order, £150, terms, exchanges.

H. ROSE, The Lynch Garage, Uxbridge 122 (opposite side entrance G.P.O.). [C3055

1939 Rover 12, excellent condition, second engine 1,500 miles; £500.—24, West Parade, Dunstable. [8522

CAMDEN MOTORS for Rovers.—12hp sports saloon, 1947, one change of ownership in 1951 and very carefully used, coachwork and interior excellent and largely original, Wintones, heater, passlights; £595.

CAMDEN MOTORS for Rovers.—12hp saloon, July, 1946, fitted replacement engine by Rovers in Dec., 1951 (just completed 15,000 miles), excellent mechanical order and of much above average appearance; £550.

CAMDEN MOTORS for Rovers.—12hp saloon, 1946, not quite so well maintained as above but reasonable mileage of 31,000 gives indication of the condition, second set of tyres just completed 9,000 miles; £495.

CAMDEN MOTORS, the Rover Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035

£315!—Most exceptional 1938 Rover 12 sports saloon, in powder blue, full history since new, beautifully maintained and undoubtedly as good as will be found anywhere, genuine 27 mpg at fast cruising, oil consumption very moderate, fully guaranteed.—Cardinal Motors, Hythe Bridge St., Oxford. Tel. 4344. Terms, exchanges. [8545

ROVER 14

1938 Rover 14 maroon saloon, good condition throughout; £250, or exchange M.G. TC, cash adjustment.—Southall 3573. [8396

1936 14 sports saloon Rover, exceptional condition, newly sprayed, recently rebored; £195; h.p. arrangeable.—The Advertiser, 9, Southwick St., W.2. Pad. 6978. [8591

1946 Rover 14hp saloon, black with brown leather, carefully used and in splendid condition; £495.—Coles (Croydon), Ltd., adjoining station, South Croydon. Cro. 0074. [8651

CAMDEN MOTORS for Rovers—A most outstanding specimen 1947 Rover 14hp saloon de luxe, fitted radio and heater, and in entirely original and most attractive condition throughout, coachwork almost unblemished and interior leather showing no signs of appreciable wear, engine especially quiet, almost silent tick-over, but with lively and satisfying performance; this is definitely a car for the hypercritical Rover enthusiast; £595.

CAMDEN MOTORS, the Rover Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035

ROVER 16

ELITE MOTORS offer:—

1940 Rover 16, 4-door 6-light saloon, black/green, exceptionally clean, original condition; £425.

ELITE MOTORS, 951-961, Garratt Lane, Tooting Broadway. Tel. Balham 2474 (10 lines). [C2005

1947 Rover 16hp 4-door 6-light saloon, 25,000 miles; £635.—Dorking Motor Co., Ltd., Dorking 2256. [8364

1938 Rover 16 saloon, guaranteed; £275, payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6631. [C3029

1947 (Dec. '46) Rover 16 saloon, low mileage, new condition, £545.—Bertram Cowen, Ltd., Hermitage Lane, Streatham. Fol. 2100. [8375

1938 model Rover 16, one owner, 58,000 miles, immaculate condition; £365.—Halls (Finchley), Ltd., Odeon Parade, North Finchley, London, N.12. Tel. Hillside 1044. [8677

ROVER 60 & 75

1952 Rover P4, black, red leather, radio and heater, immaculate, one owner, nominal mileage; £1,325.—Cox's Motors, 11/15, Conduit St., Leicester (C)19. [1059

ROVER 60 & 75

GUY SALMON AUTOMOBILES offer:—

1948 Rover 60 saloon, black/red, leather, one owner, excellent condition; £735.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

1953 Rover 75 saloon, 4,400 miles.—Weybridge 600. [C4023

1948 Rover 60 sal., grey/grey, heater, ex. cond., 20,025 miles; £775.

1948 Rover 75 sports sal., grey/grey, heater, 12,400 miles only.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [C4029

1952 (July) 75 saloon, black, red leather, one owner; £1,165.

JACK OLDING & Co., Ltd., Audley House, North Audley St., W.1. Mayfair 5242. [C3030

NEW Rover P.4 saloon, immediate delivery; list price or part exchange. Mayfair 3341. [C3030

1951 Rover P4 saloon, radio, heater, 15,000 m., immaculate; £975 o.n.o.—Box 0522. [8509

1953 (June) Rover P.4 saloon, mileage 3,000; £1,235.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0621/2. [C3040

1950 Rover 75 saloon, black/red upholstery, 24,000 miles, perfect condition; £895.—Dorking Motor Co., Ltd., Dorking 2256. [8363

1953 (February) Rover 75 saloon, black with grey leather, fitted seat covers, as new throughout; £1,295.—Robbins, East Putney. Tel. 4581. [C3010

NOV., 1950, Rover P4 75 saloon, black with red leather, 17,000 miles only; £1,050.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404.) [C4022

1950 Rover P4, one owner, exceptionally nice condition, £875.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, M'cr. 19. Rus. 2874-5. [8455

1948 Rover 75, maroon with red leather, radio, heater, etc., in outstanding condition; £695.—Peter Bantock Car Sales, 104, High Rd., Chiswick, W.4. Chiswick 2725/5870. [C1014

CAMDEN MOTORS for Rovers.—1948 Rover 60 saloon de luxe, in black with red leather, fitted heater, Windtones and passlights, a nice car in extra specially good mechanical order; £625.

CAMDEN MOTORS, the Rover Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035

1950 Rover P4 saloon, Channel blue/blue leather, 31,000 miles in exceptional condition throughout; £945.—Sidford Car Sales, 114, Commercial Rd., Southampton. Tel. 5252 (5 lines). [8743

ROVER 75 P4, 1950, beautifully finished in blue with blue leather upholstery, heater, a quality car in an unblemished condition; 945gns.—Carr Bros., The Soho Garage, Soho Sq., W.1. Ger. 1262. [C1041

1953 series P4, registered 13/11/52, mileage 5,000 only, H.M.V. radio, black, green hide, Rimbellishers, accurately described as almost equal to new in every way; £1,295; terms arranged.—Premier Motor, Aston Rd., Birmingham, 6. Aston Cross 3271. [8491

CAMDEN MOTORS for Rovers.—75 saloon, March 1948, de luxe model, sunshine roof and heater, maroon finish (original), slightly faded on front wing and bonnet, hardly noticeable except at very close quarters, mechanical condition absolutely 100%; £685.

CAMDEN MOTORS for Rovers.—75 saloon, February 1949, outstanding specimen in practically unblemished condition, one fastidious owner, history available; £795.

CAMDEN MOTORS for Rovers.—75 saloon, 1951 P4 model, completely overhauled by makers only last month, practically faultless order throughout; £1,045.

CAMDEN MOTORS, the Rover Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035

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OFFERED by:—

EVANS (WIMBLEDON), Ltd.—A selection of high-grade used Land-Rovers with 3 months' specific guarantee.—Evans (Wimbledon), Ltd., Rover Main Dealers, Alexandra Rd., Wimbledon 0163/4. [5111

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1952 Land-Rover, excellent condition throughout, tyres as new; £455.

1951 Land-Rover in similar condition; £395.—High Rd., Whetstone, N.20. Hillside 2395. [0762/R

£395.—Land-Rover, 1949, recon. engine recently fitted full equipment, excellent general condition; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, W.11. Park 5066-7. (50 yds. Holland Pk. Tube.) Exchanges, h.p. [C1017

1952 Land-Rover, 15,000 miles, one owner, extras, road use only; £465.—Harvey Hudson, Ltd., South Woodford. E.18. Wanstead 0056. [C2039

1951 Land-Rover 12hp. exceptional condition throughout, mileage 19,000; £590; must sell, taking delivery of new car.—Shaw, 12, Tangier Rd., Guildford. [8529

1951 Land-Rover, 10,000 miles only, one owner, spare unused; £450; part exchanges, deferred terms.—Chain Garages (Sales), Ltd., Hanger Lane, Junction Western Avenue, Ealing, W.5. Per. 4404-5. [C1042

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ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Land-Rover.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

HARVEY HUDSON, Ltd (the Land-Rover Specialists), wish to buy Land-Rovers.—South Woodford, E.18. Wanstead 0056. [W2039

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URGENTLY wanted, good condition post-war Rover cars; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. [0242/R

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BLAKES, Rover agents, will purchase any Rover car.—110, Bold St., Liverpool, 1. Tel. Royal 6622. [7756

R. P. POWELL MOTORS, Ltd., East London area dealers.—Good used Rover cars required.—521, Romford Rd., Forest Gate, E.7. Maryland 4818. [0436/R

H. F. EDWARDS urgently require good Rover for immediate cash; distance no object.—Details please to 200, Great Portland St., London, W.1. Tel. Langham 0012. [W2005

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LEIGH PARK MOTORS, Ltd., Datchet, Slough, Bucks, Rover distributors for spares and specialized service.—Tel. Datchet 54. [0047/R

LEATHWOOD'S GARAGES, Ltd., 203, St. James's Rd., Croydon. Tho. 1222. Main Rover dealers for Croydon. [0219/R

R. P. POWELL MOTORS, Ltd., East London area dealers.—Full repair and spares service available.—521, Romford Rd., Forest Gate, E.7. Maryland 4818. [0437/R

BARKING.—For full stocks of spares and genuine service for Rover owners come to Albon's Garage, Ltd., 105-7, Longbridge Rd., Barking. Tel. Rippleway 1285. [0518/R

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1950 Singer S.M. saloon, one owner, carefully used; £525.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

SINGER 1500 (Oct. 1950), dark green/bge., mileage 23,000; £475.—14a, Brockley Cross, S.E.4. [8550

1½-litre Singer 4-seater, 1934, excellent throughout, £155 or offer.—Winton, Elliotts Lane, Codsall, Wolverhampton. [8583

£45 Singer, 1934, sports coupe, overhaul started, towable.—Purdie, Camplin Rd., Kenton, Middx. Wordsworth 5572. [8600

£435.—Singer, 1951, model beige saloon, one owner, 27,000 miles.—"Downway," Goldstone Cres., Hove. Brighton 52719. [8519

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SINGER

SINGER roadster 9hp. 1939, radio, very smart car; £235; terms, exchanges.—Norman Autos, 354, London Rd., W. Croydon. Tel. Cho. 4657. [8701

1938 Singer 9 Bantam saloon, in good condition throughout, 4 brand new Goodyear tyres; £150.—91, Garratt Lane, Wandsworth, S.W.18. Battersea 5770. [C4062

£575 !!!—Singer SM. 1500 saloon, 1951, with centre folding arm rests front and rear, polished wood facia, etc., immaculate coachwork, leather upholstery, one previous owner only.
CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m.—Write for catalogue. [C1035

1951 Singer sports tourer, 4AB model, one owner, black and beige, beautiful order, unmarked; £450.—Seymour & Clements, Ltd., 38, Watford Way, Hendon Central, N.W.4. Hendon 2146. [C4007

NAYLOR & ROOT.—1948 Singer Super 12 saloon, black, beige interior, excellent performance and appearance; £585; written guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3022

ROSE & YOUNG, Ltd., offer: 1950 Singer 1500 saloon, low mileage, one owner, black; £495.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [C3057

H. A. FOX & Co., Ltd.—unregistered, unused 1½-litre Singer roadster to maker's specification for immediate delivery, finished in red with red upholstery and tonneau cover; part exchange and hire purchase arranged.—H. A. Fox & Co., Ltd., 3-5, Burlington Gardens, Old Bond St., London, W.1. Tel. Regent 7687. [8429

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ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Singer.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

B. J. HUNTER, Ltd.,
URGENTLY require good Singers.
B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [W2040

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RECONDITIONED units and spares.—Coulthurst & Grimshaw, Whalley New Rd., Blackburn. Tel. 48091-2. [6475

AUTOMENDERS, Ltd., are specialists in Singer service and overhauls.—Automenders, Ltd., Lowther Garage, Ferry Rd., Barnes, S.W.13. Riverside 6496. [0754/R

GORDON CARS (LONDON), Ltd., the London Singer distributors for spares, repairs and service.—St. Alban's Lane, Golders Green, N.W.11. Speedwell 4701-2. [0605/R

MANCHESTER, South Lancashire, North Cheshire; specialised sales, service and spares facilities.—Parkers, Ltd., Distributors, Bradshawgate, Bolton. Tel. 4080. Deansgate, Manchester. Deansgate 4507. [0390/R

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£275—1939 Allard 2-seater roadster in as new condition, 27,000 miles since new, Mercury engine, Scintilla mag., telecontrols, Rudge wheels, three spares, twin exhausts, twin spotlights, perfect hood and screens, full zip tonneau cover, finished in gleaming red cellulose, a superb car capable of very high speeds.
TERMS and exchanges with pleasure.
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CHARACTER CARS.

ASTON MARTIN Mark II long-chassis 4-seater, £335; Alfa-Romeo 1934 blown 1750 saloon, £250; Alvis 1937 Speed 25 saloon, £245; 1934 Speed 20 tourer, £225; Sunbeam 1930 sportsman's saloon, £135, and others.
WELLESLEY Court Rd. (George St.), E. Croydon. Croydon 2555. [C1044

1935 S.S.90, 3 new tyres, etc.; £250 o.n.o.—"Lynmouth," 2, The Drive, Hatfield Peverel, Essex. [8378

HEALEY Silverstone 2½-litre 1950-51 2-seater sports, 20,000, beautifully finished in green, specimen condition; £670gns.—Carr Bros., The Soho Garage, Soho Sq., W.1. Ger. 1262. [C1041/2

SUNBEAM-TALBOT 90 1951-2 sports saloon, 7,000 only, blue with beige leather, heater, indistinguishable from new; 810gns.—Carr Bros., High St., Purley, Surrey. Uplands 4812. [C1041/3

UNIQUE opportunity, partially built sports special Cadillac V8 engine, beautiful aerodynamic body shell; worth £500; £250 o.n.o.—Remfry Motors, 362, Anlaby Rd., Hull. Tel. 51059. [8575

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ALLARD J2 streamlined 2-seater, 1953, £695; Allard 71K drop head coupe, 1949, £445.
ALLARD 71M 4-seater roadster, 1948, £445; A.C. 16/56 2-seater with dickey, 1956, £225.
A.C. 16/80 comp. 2-seater, 1957, £265; A.C. 16/70 4-seater tourer, 1957, £275.
ALVIS Speed 20 V.D.P. tourer, 1935, £225; Alvis Speed 20 V.D.P. tourer, 1934, £145.
ALVIS 14hp Firebird saloon, 1936, £195; Aston Martin 12hp tourer, 1924, £145.
ASTON MARTIN 1½-litre Le Mans tourer, 1933, £295; 1½-litre International tourer, 1930, £245.
AUSTIN A40 Somerset saloon, 1955, £755; Alfa-Romeo 17/50 d.h. coupe, 1929, £245.
BENTLEY 3-litre V.D.P. tourer, 4½ engine, 1925, £545; Bentley 4½-litre V.D.P. tourer, 1928, £525.
BENTLEY 4½-litre razor-edge saloon, 1929, £395; Bentley Blue Label saloon, 1926, £175.
BENTLEY 6½-litre d.h. foursome, 1929, £295; Bentley 3-litre Red Label 2-seater, 1929, £545.
COOPER Mark V 500 Jap, 1951, £345; Daimler Tickford coupe, fitted Perkins P.6 diesel, £245.
FIAT 1100 streamlined saloon, 1958, £425; Fiat 1100 sports saloon, 1958, £245.
FIAT 500 cabriolet, 1957, £195; H.W.M. Alta 2-litre competition 2-seater, 1952, £625.
INVICTA 4½-litre 100mph low chassis tourer, specimen in every detail, 1934, £375.
JAGUAR XK120 2-seater roadster, 1950, £1,095; Jaguar XK120, 2-seater roadster, 1951, £1,145.
JAGUAR SS100 3½-litre comp. 2-seater, 1937, £375; Jaguar 3½-litre sports saloon, 1939, £195.
LAGONDA V12 drop head coupe, 1938, £645; Lagonda LG.45 sports saloon, 1937, £595.
LAGONDA 4½-litre sports saloon, 1934, £195; Lagonda 3-litre coachbuilt utility, 1934, £125.
LAGONDA 3-litre Carlton coupe, 1932, £195; Lagonda 3-litre d.h. coupe, 1932, £125.
LAGONDA 3½-litre V.D.P. tourer, 1935, £245; Lagonda 2-litre 4-seater tourer, 1931, £125.
LEA-FRANCIS 1½-litre 2-seater roadster, 1948, £495; Lea-Francis 12/40 2-seater sports, 1929, £125.
MORGAN Plus 4 2-seater roadster, 1952, £565; Morgan 4/4 10hp d.h. coupe, 1959, £325.
M.G.—Size large selection under M.G. column; also spares and service.
RILEY 1½-litre Kestrel saloon, 1936, £245; Riley 1½-litre Falcon saloon, 1935, £175.
RILEY 9 Lynx tourer 1933, £175; Riley 9 March Special, 1932, £175.
ROLLS-ROYCE 20/25 Salmon cabriolet, 1933, £445; R.-R. 20/25 close-coupled limousine, 1934, £545.
SINGER 9 Le Mans 2-seater, 1934, £195; Singer 9 4-seater roadster, 1936, £145.
SINGER Le Mans 1½-litre 2-seater, 1934, £225; Talbot 3-litre sports saloon, 1938, £375.
WOLSELEY 16/85 de luxe saloon, 1947, £375; Wolseley Hornet 12hp coupe, 1934, £165. [C3041

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£165—Triumph 11hp Monte Carlo-type open sports 4-seater, taxed, completely overhauled in May at cost of over £60 including rebore, new pistons, crank regrind, new bearings, new carburettors, relining clutch, etc., also new batteries and tyres, in all nearly £100, excellent hood and sidescreens, finished in dark green; a genuine B. & G. bargain; bills available.

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£150—Singer 9 Le Mans 2-seater, black, a really beautiful example that only wants seeing and trying.

£145—Riley 9 Gamecock open sports 2-seater, black, sound and most attractive car.

£138—Wolseley Hornet E.W. special 12hp sports 4-seater, gunmetal and red, spotless cellulose, excellent hood, twin carbs., fast.

£138—Singer 9 open sports 4-seater, green, tonneau cover, etc., twin carbs., very smart and fast.

£125—Wolseley Hornet 12hp E.W. special sports saloon, just rebored, new pistons, crank regrind, new bearings, valves, starter, etc., mileage since — under 50 miles, bills available for over £60, beautifully finished in gunmetal and chromium, twin carbs; a genuine and unrepeatable bargain.

£118—Singer 9 open sports 4-seater, red, excellent engine, twin carburettors tuned to do nearly 40mpg.

£95—Austin 750cc Ulster-type 2-seater, blue, fast little car, economical and reliable.

£72—M.G. 8hp open sports 2-seater, black, a really nice little car ready to go anywhere.

£69—Riley 9 open sports 4-seater, excellent hood, goes jolly well, pulls like a train.

£50—Vauxhall 24hp 4-door saloon in very sound order, pull anything anywhere, black, smart and most comfortable; would exchange for sports car requiring attention.

£15—Centric supercharger, recently overhauled, suitable M.G., etc.

MANY others; easy terms.—B. & G. Motors, Early Mews, Arlington Rd., Camden Town, N.W.1. Gulliver 2576. [C1019

HORNET Special 1954 F.H.C., running but block needs repair; reasonable price.—31, Dunstable Rd., Luton. Tel. 877. [8436

M.G. T.A. Tickford; what offers? Consider exchange quality 4-seater.—18, Avondale Rd., S. Benfleet, Essex. Tel. 2541. [8475

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BERT MASON SPORTS CARS offer:—

£85.—Riley 9 Special sports 2-seater, new upholstery, recellulosed Alfa red; £125, Wolseley Hornet Special sports 2-seater, very fast; £125, Singer 9 sports saloon, refinished cream and red; £245, Alvis 20 drop head coupe, 1938, probably the best example in the country; £125, Morris 8 Series II 4-seater sports, new engine; £135, S.S.16 sports roadster, an outstanding specimen having just completed a 500 miles road test, many others; always a selection of Jaguars; hire purchase on every vehicle, open till 10 p.m.
BERT MASON SPORTS CARS, 77, Cricketfield Rd., Clapton, E.5. Amherst 1314. [8715

CHIPSTEAD MOTORS, Ltd., offer at sensible prices—
ALVIS Speed 20 1934 saloon, good tyres, reconditioned engine.
ALVIS Speed 25 1939 Charlesworth drop head coupe, dual colour, in beautiful condition.
ALVIS Speed 25 sports saloon, 1940 model, helmet wings, birch grey, maroon leather, specimen.
BENTLEY 3½-litre 1934 special open 4-seater tourer, with wind-up windows, engine completely reconditioned, 400 miles only, brakes, shock absorbers, steering, etc., reconditioned, repainted dual colour, fitted new hood and tonneau, photo on request.
B.M.W. type 329 late 1939 streamlined competition 2-seater, heavy duty axle, late property of well-known racing driver; terrific performance.
BRISTOL, May, 1950, type 400 sports coupe, two owners, maintained absolutely regardless of expense, blue, beige leather, radio, etc., specimen.
CITROEN, 1948, reconditioned engine 3,000 miles ago, many extras, reasonable price.
DELAGE D.6.70, beautiful streamlined sports saloon, body finished in metallic bronze, fawn leather, Cotal gear box, engine just reconditioned and not run in; this car has to be seen; ready shortly.
FORD V.8 utility, late 1937, excellent condition, new tyres, recellulosed.
JAGUAR 100 competition 2-seater, late 1939, 2½-litre, Scintilla mag., luggage rack, etc., specimen.
LAGONDA LG45 1937 model pillarless sports saloon, immaculate condition; bills available for £241 overhaul, radio, Ace discs, bumpers, etc.
LANCIA Aprilia, 1959, just painted metallic blue, radio, Andre Telecontrol, in really good condition, reasonable price.
ROLLS-ROYCE 25hp 1931 model, fitted late Park Ward sports saloon body, with boot, immaculate.
SUNBEAM-TALBOT 1947 2-litre sports 4-seater, racing green, very fast.
WE are desirous of purchasing good quality English and Continental sports and touring cars.
CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [C1046

WEST LONDON MOTOR MART offer a large selection of vehicles, all at low prices.
AUSTIN 16 tourer, £75; Austin 7 2-seater, £25; Alvis 12hp coupe, £75; Alvis Speed 20, £175; B.S.A. 2-seater, £155; Bentley tourer, £95; Ford 8 saloon, £75; Jaguar 3½-litre, £165; Lagonda 2-litre, £125, Morris 16, £55; Mercedes-Benz 12hp, £125; Oldsmobile coupe, £65; Railton coupe, £165; Riley 9, £75; Rover 14, £125; Rolls-Royce limousine, £95; Salmson coupe, £125; Sunbeam coupe, £55; S.S.16 tourer, £95; Wolseley 12, £75.
IMMEDIATE insurance and easy terms on all cars, part exchanges, vintage specialists.
WEST LONDON MOTOR MART, Ealing Rd., Great West Rd., Brentford, Middx. Ealing 8842. [C3041/1

1935 Fiat Balilla Mille Miglia 2-seater, fitted Riley 9 engine, respayed metallic green, new tyres and battery, excellent condition; £145.—Baxfield, Wilmington, Nr. Honiton, Devon. [8564

LAGONDA 1935 10hp Rapier fixed head coupe, dual blue, an economical vehicle of excellent make and outstanding condition, 165gns.—Carr Bros., The Soho Garage, Soho Sq., W.1. Ger. 1262. [C1041/1

MORGAN 4/4 sports, '47, 18,000 m., immac. appearance in blue with black leather upholstery, outstanding performance, 375gns.—Carr Bros., The Soho Garage, Soho Sq., W.1. Ger. 1262. [C1041

1950 (late) SM1500 saloon de luxe, unblemished appearance, faultless mechanical condition, one owner, heater; £555; other £515; three months' written guarantee, free after-sale service, usual h.p. facilities.—Harold Simons, Ltd., Simons Corner, 397-401, High Rd., East Finchley, N.2 (Junction of North Circular and Gt. North Rd.). Three minutes trolley E. Finchley tube. Finchley 0052-53. Ring any time. [C4063

JOHNSON & BROWN offer Lagonda LG45 tourer, £495; Bugatti type 50 roadster, £650; Bentley 4½-litre rebuilt 4-seater, £295; Fiat Balilla sports 2-seater, £285; M.G. Montlhéry Midget 2-seater, £195; M.G. 2-litre saloon, £165; Riley 14hp saloon, 3 carburettors, Scintilla magneto, £95; Rolls-Royce P.I. sedanca de ville by Hooper, £225.—Ringers Rd., Bromley, Kent (20 minutes Victoria). Ravensbourne 6479 and 2522. [C3045

Sports Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for sports cars.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

PERFORMANCE CARS urgently require sports cars.—Great West Rd., Brentford, Middlesex. Ealing 8841. 107, New Cavendish St., Great Portland St., W.1. Museum 8221. [W3041

Sports Cars Spares and Service

AUTOMENDERS, Ltd., are enthusiastic repairers, tuners and modifiers.—Automenders, Ltd., Lowther Garage, Ferry Rd., Barnes, S.W.13. Riverside 6496. [0753/R

STANDARD 8

1947 Standard 8 tourer, reconditioned engine, heater, loose covers; £275.—Western 9512. [8512

STANDARD 8 saloon (1939), p.m.o., clean, economical, reliable; £150.—McCrae, Glaxo, Ulverston. [8758

1946 Standard 8 de luxe saloon, low mileage, £275; hire purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Stanford, Middx. Tel. 2969. [C2058

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

STANDARD 8

£345—Standard 8, 1947, one owner, excellent condition throughout, sliding roof, leather interior, many others.
BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50yds Holland Park Tube.) Exchanges; H.P. [C1017

£299!!!—1948 Standard 8hp convertible, the liveliest of the smaller H.P. range, absolute gift at this price, laid up year; 3 months' guarantee; hire purchase, exchanges.
LAMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221 (East Finchley Underground). [C2052

£295!!!—Late registration 1946 Standard 8hp drop head foursome coupe, pretty little car, carefully used and with reasonably moderate mileage, good tyres and new battery.
CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m.—Write for catalogue. [C1035

STANDARD 8 d.h. coupe, 1946, completely re-cellulosed in grey metallic with a new Burgundy hood, giving the car an extremely attractive appearance; 280gns.—Carr Bros., The Soho Garage, Soho Sq., W.1. Ger. 1262. [C1041

STANDARD 9

1938 Standard 9 saloon; £195; 3 months' guarantee; terms and exchanges.
JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

£230!!!—Standard Flying 9 saloon, 1939, a nicely kept car, original log book shows 2 owners since new and the fact that the car was unused for nearly 5 years, condition largely original, good mechanically and well shod.
CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m.—Write for catalogue. [C1035

STANDARD 10

£165—1938 Standard 10 de luxe saloon, clean car; terms.—Autosnips, 5, Balham High Rd., Balham 1509. [C1009

£275!!!—1939 Standard 10hp saloon, recently re-cellulosed in attractive plum-coloured metallescent finish, leather work pre-war quality but shape indistinguishable from post-war standards; 3 months' guarantee; hire purchase, exchanges.
LAMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

STANDARD 12

£335—Standard 12 d/h coupe, 1946, one owner. —Value Cars, East Sheen. Prospect 7520. [8666

£399!!!—1947 (late) Standard 12 saloon, unblemished condition, full equipment, excellent tyres.—Below.

£295!!!—1939 Standard Super 12 saloon, very clean and attractive condition, modern chassis, independent suspension; 3 months' guarantee; hire purchase, exchanges.
LAMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

TANKARD & SMITH, Ltd.—1946 Standard 12 saloon de luxe, finished in black with brown leather upholstery; £345.—97, Peckham Rd., S.E.15. Tel. Rodney 2051. [C4025

£275—1939 Standard Super 12 de luxe saloon, grey, post-war look, clean condition, taxed; £100 down.—Bray Motors, 180-184 West End Lane, N.W.6. Hampstead 6490. [C1024

Standard 12 Cars Wanted

PRIVATELY owned Standard 12 or 14.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

STANDARD 14

SCOTT CARS offer:—

1947 (November) Standard 14 drop head coupe, radio, heater, outstanding condition; £395.
SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676. [C4016

1948 Standard 14, sun roof, excellent condition, heater; near £400.—Sawbridgeworth 3352. [8526

1946 Standard 14 coupe, in splendid condition; bargain at £298.—S. Bowen & Son, Hillside Garage, Edgware. Tel. Edgware 4464. [C1023

1948 Standard 14 saloon, also 1939 Standard 12 saloon; both cars immaculate.—Autowork, Ltd., Winchester. Tel. Winchester 4854. [C1010

1947 sunroof saloon, grey/blue, above average condition generally; £590.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [C4004

1948 Standard 14 foursome drop head coupe, immaculate throughout, one owner, wireless, black, red leather upholstery; £425; hire purchase, part exchange welcomed.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960 [C2035

STANDARD VANGUARD

CAR MART, Ltd.

1953 Standard Vanguard Phase I saloon, radio, heater, 7,000 miles; £725.—Car Mart, Ltd., 520, Euston Rd., N.W.1. Euston 1212. [C1059

SCOTT CARS offer:—

1949 Vanguard, black, leather, perfect; £450.
SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676. [C4016

TOM GARNER, Ltd., offer:—

1952 Standard Vanguard saloon, grey with red leather, heater, loose covers, many extras, 5,000 miles only; £745.
TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7 [C2020

STANDARD VANGUARD

CHARLES RICKARDS, Ltd., offer:—

1951 (Nov.) Standard Vanguard, finished comet blue with red leather, 16,000 miles, taxed for year, in exceptional condition throughout; £595.
ALSO a good selection of genuine low mileage cars, offered with out 3 months' guarantee.
56, Bayswater Rd., W.2 (next door Lanchester Gate Tube Station, 5 minutes from Marble Arch). Pad. 1820. [C3050

WANSTEAD MOTORS, Ltd., offer:—

1950 Standard Vanguard, comet blue, radio and heater; £545.
WANSTEAD MOTORS, Ltd., Cambridge Park, E.11. Wanstead 1000. [C4042

D. J. SHEPHERD & Co. (Enfield), Ltd., offer:—

1952 Standard Vanguard saloon, green, excellent condition throughout, fitted H.M.V. radio, taxed, £665.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631. [C4009

BERKELEY SQUARE HOUSE GARAGE, Ltd., offer:—

1953 P11 Standard Vanguard, two tone, grey/blue, red upholstery, 3,000 miles; £800.

1953 P11 Standard Vanguard, radio, heater, loose covers, grey, many extras, 6,000 miles; £850.

1952 P1 Standard Vanguard, black, red leather, heater; £680.
BERKELEY Square, W.1. Gro. 4343. [8610

SPORTS & LIGHT CARS

Readers requiring sports and light cars will find a large and varied selection in these columns.

Readers having such cars for disposal should advertise same in "THE AUTOCAR" to ensure immediate results.

"THE AUTOCAR"
specialises in small h.p. cars as well as the larger types.

£545—1950 Vanguard, one owner, blue with beige.
DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [C1070

1949 Standard Vanguard saloon, black, engine just overhauled; £485.
MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8082. [C3004

NEW Standard Vanguard Phase II saloon, immediate delivery, list price.—Mayfair 5242. [C3030

1952 Standard Vanguard, black, genuine mileage approximately 11,000, well maintained.
ARLINGTON MOTOR Co., Ltd., High Rd., Waltham Cross, Herts. Tel. Waltham Cross 2760. [6274

1949 Vanguard, excellent condition and tyres; £485. —Ronald Kent, Ltd., Tel. Shepherd 2231. [8415

1949 Vanguard, sound condition, unrepeatable; £425!!—A. Z. Motors, Palmerston Rd., N.W.6. Mal. 4723 [C1011

1950 Vanguard, black, small mileage, absolutely as new; £585; 3 months' guarantee, terms and exchanges.
JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

VANGUARD, Aug., 1951, 10,000, grey, leather, insured comp. June, 1954; £585.—Mackie, 6, Vicarage Park, Plumstead, S.E.18. [8516

1952 Vanguard, black speedo 15,000, excellent condition, one owner; £675.—Montrose Motors, Ltd., Wembley 2636-4443 [8627

1951 (November) Standard Vanguard saloon, leather and heater, low mileage; £565.—S. F. Erskine & Sons, Ltd. Tel. Woking 330. [C2051

1953 Phase II Vanguard, 700 miles; £795.—Evans & O'Malley, Ltd., Lowndes Sq., Knightsbridge, S.W.1. Tel. Sloane 1355 or 1709. [7068

1952 Vanguard saloon, grey with red Vynide, fitted with interior heater, 600 miles, almost as new; £725.—Robbins, East Putney. Tel. 4581. [C3010

1951 (October) Vanguard, low mileage 28mpg, heater and overdrive; £590.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [C2026

STANDARD Vanguard, 1949 black with red leather, heater, pleasing appearance inside and out; 399gns. —Carr Bros., High St., Purley, Surrey. Uplands 4812. [C1041

STANDARD VANGUARD

OVERDRIVE!!—1953 (April) Phase II Vanguard saloon, black and red, radio and heater, quite unmarked after only 3,000 miles; £895.
R. C. WIMBUSH, Ltd., 312, Earls Court Rd., S.W.5. Fremantle 8401. [C4056

1952 Standard Vanguard Estate, 8,000 miles, leather, radio, heater; £795.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557. [C5006

1951 Vanguard, black, biege leather, heater, new Dunlops, 19,000 miles; £545 o.n.o.—Neale, Latchetts, Norwood Hill 095, Nr. Horley, Surrey. [8560

HUGH-JONES sacrificing 1949 Special described September Standard Review, 38,000, average condition; £450 appreciative private buyer.—29, Nevern Sq., S.W.5. [8532

£450—Late 1950 Vanguard, black, all extras, moderate mileage, export model, in very nice condition.—Dixon, Redholme, Wigton, Cumberland. Tel. 205. [8525

1953 (Feb. 1) Standard Vanguard Estate car, one owner, 3,000 miles only, fitted heater, radio and loose covers; £825.—C.M.C. (Caterham), Ltd., Caterham 4242. [8670

1950 model Vanguard saloons, black, radio, heaters, low mileage, very clean; choice of three from £450.—Kings Motors, 1, High St., Hounslow. Hou. 0175. [C2049

1952 Vanguard, black, 7 seats, brown upholstery perfect, loose covers, heater, one owner, 22,000, tyres almost new; inspection Preston (Tel. 2851); £655.—Box 0521. [8508

OCTOBER, 1951, Vanguard, leather upholstery and heater, one owner, 17,000 miles; £595; also 1950 model, £535.—G. S. Hall, Ltd., 502, King St., Hammersmith, W.6. Riverside 2881. [C2031

RARE bargain, 1952 (July) overdrive Vanguard saloon, recorded mileage 6,900, immaculate condition; £675; private.—"White Walls," Woodards View, Shoreham-by-Sea. Tel. 2210. [8454

1951 (Nov.) Standard Vanguard sal., Comet blue, leather, heater, 16,000 miles, one owner, excellent condition throughout; £615.—C. A. Peto, Ltd., 42, North Audley St., W.1. May. 3051. [C3043

PRIDE & CLARKE, Ltd.—1949 Standard Vanguard saloon, black/blue leather, heater, radio; £459; three months' guarantee; terms, exchanges; lists.—Stockwell Rd., S.W.9. Brixton 6251. [8462

ARCHIE SIMONS & Co., Ltd.—1951 Standard Vanguard saloon, grey/red leather, nominal mileage, one careful owner since new; £585.—93, Gt. Portland St., W.1. Lan. 1343 [C4013

1949 Standard Vanguard fitted Tickford rolltop conversion, grey/red leather, heater, radio, ex. cond., 30,000 miles.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3536. [C4029

£475!!!—1949 Standard Vanguard saloon, not an ex-self drive hire car, cellulose unmarked and positively as new condition throughout; 3 months' guarantee; hire purchase, exchanges.
LAMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221 (East Finchley Underground). [C2052

1953 Standard Vanguard phase II saloon, black/red upholstery, heater, wireless, overdrive, Ace Rimbellishers, foglamp, mats, taxed; 2,900 miles; £925.—Dorking Motor Co., Ltd., Dorking 2256. [8368

1951 (November) Standard Vanguard saloon, black, radio, heater, leather, Ace Rimbellisher, immaculate throughout; £595.—Bells Service Garages, 144, London Rd., Kingston-on-Thames, Kingston 1185. [C1016

1949 (August) Standard Vanguard saloon, grey, grey leather, H.M.V. radio, heater, overdrive fitted 1952, one private owner driver; best offer over £500.—Maiden, 167, Sutton Park Rd., Kidderminster. Tel. 3579. [8577

EXCEPTIONAL opportunity!!!—1951 Vanguard, one owner, leather, heater, mileage 16,000, coachwork indistinguishable from new, spotless interior, faultlessly maintained, irreproachable throughout; bargain, 550gns; terms, exchanges.—Home & Overseas Motors, 160, Finchley Rd., N.W.3. Hampstead 0087-9. [8641

1950 (July) Vanguard saloon 10,000 miles only, direct from original owner, grey, heater; £585, 3 months' written guarantee; free after-sale service; usual h.p. facilities.—Harold Simons, Ltd., Simons Corner, 397-401, High Rd., East Finchley, N.2. (Junction of North Circular and Gt. North Road.) Three minutes trolley E. Finchley Tube. Finchley 0052-53. [C4065

Standard Vanguard Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Standard Vanguard.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R

REALLY good second-hand vanguard Estate required. —Cobb, 30, Harley House, N.W.1. [W1086

C. A. PETO Ltd., 42, North Audley St., W.1, wish to purchase immediately late model Standard Vanguard.—May 3051. [W3043

STANDARD MISCELLANEOUS

CARRS AUTO SALES, Ltd., Standard House, South End, Croydon, Cro. 6088. Standard and Triumph Distributors for Croydon, Purley, Caterham, Epsom, Mitcham, Beckenham, Bromley, Sidcup, Bexley Heath and Farningham. [0026/R

Standard Miscellaneous Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase Standard cars.—150, Park Lane, W.1. Grosvenor 3454. [0995/R

MARSTON MOTOR Co., Ltd., for your Standard.—Tel. Sta. 8000.—Seven Sisters Rd., Tottenham, N.15. [0181/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Standard Miscellaneous Cars Wanted

ROWLAND SMITH'S. The Car Buyers. Highest cash prices for Standard.—Hampstead (Tube). N.W.3. Ham. 6041. [W4018/R

WHY accept less for your Standard 8, Vanguard saloon or Estate car when you can get its full market value from FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2254. [C2008

H. F. EDWARDS urgently require good Standard for immediate cash; distance no object.—Details please to 200, Great Portland St., London, W.1. Tel. Langham 0012. [W2005

Standard Spares and Service

S & T STANDARD & TRIUMPH SALES, Ltd.—Service and spares for all models, manufacturers' largest stockist in Britain of spares and service exchange assemblies.—Standard & Triumph Sales, Ltd., London Distributors, Junction of Boundary Rd. and Abbey Rd., St. John's Wood, N.W.8. Maida Vale 9114 (10 lines). [0166/R

KJ MOTORS, Ltd., for spares, reconditioned units. Girling agents.—Bromley, Kent. Rav. 3456. [0367/R

STANDARD Spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds, 2. Tel. 29439. [0301/R

STANDARD spares all models from 1935; replacement units; complete overhauls, recellulosing.—Puttocks Ltd., Alexandra Terrace, Guildford. Tel. 5391. [5941

STANDARD spares all models from 1934 by return of post; genuine factory replacement engines 1938 onwards; quote commission number when ordering. WHITE'S GARAGE, Ltd., Standard and Triumph Distributors, Grimsby. Tel. 5486. [0475/R

MARGATE, Kent.—Service and spares for all models. —Post enquiries to Northdown Motor Co. (Distributors) Northdown Rd. Margate. Tel. Thanet 20405. [4732

STANDARD spares for all models; largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3322). [0359/R

LANKESTER ENG. Co., Ltd. (distributors in Surrey since 1911).—Full range of spares, 'phone, write or call; orders dispatched immediately.—39-43, Eden St., Kingston. Kin. 5151-4. [0286/R

HALLS (FINCHLEY), Ltd., have a comprehensive range of Standard spares for immediate delivery and also reconditioned Standard exchange engines from 1939 onwards; guarantee three months; Girling and Bendix stockists.—Arcadia Ave., Finchley, N.3. Finchley 5908/9. [0002/R

STUDEBAKER

SIMPSON'S offer:—

1952 Studebaker Champion saloon, 4 door, fitted with radio, heater and seat covers, l.h.d., colour pastel green.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley. Wembley 8691/5903. [C4015

GATEHOUSE offer:—

1948 Studebaker Commander convertible, 17,000 miles, one owner; £995.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mountview 4444. [C2021

1949 Studebaker Champion convertible, radio, heater, power-operated hood and overdrive, beautiful condition; £975.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. [C4036

SUNBEAM

COMPLETE CAR SERVICE, Ltd.—Sunbeam spares service.—Shandon Garage, Abbeville Rd., S.W.4. Tel. Tul. 4505. [0315/R

SUNBEAM-TALBOT

B. J. HUNTER, Ltd., offer:—

1949 Sunbeam-Talbot 90 saloon, fitted H.M.V. radio, spotless condition; £625.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

BRADSTOCK MOTORS offer:—

1951 Sunbeam-Talbot 90 sun saloon, black, red leather, one owner, fitted H.M.V. radio, heater, mirror, clock, excellent condition throughout; £725; terms, exchanges.—Chase Rd., Epsom. Tel. Epsom 653.

OVERSEAS CARS, Ltd., offer:—

1952 Sunbeam-Talbot 90 saloon, grey, heater, loose covers, 15,000 miles, one owner, exceptional condition throughout; £900.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [C3051

METROPOLITAN MOTORS offer:—

1951 series Sunbeam-Talbot 90 saloon, fitted all extras, taxed, one owner since new and in excellent condition; £820.—Metropolitan Motors, Horn Lane, Acton, W.3. Acorn 5064. [8470

MITCHELL & WALSH, Ltd., offer:—

1948 Sunbeam-Talbot 2-litre sports saloon, gunmetal grey, in excellent condition throughout; £520.—Mitchell & Walsh, Ltd., Cheshunt. Tel. Waltham Cross 2027. [8620

WARWICK WRIGHT, Ltd., offer:—

1953 (series) Sunbeam-Talbot 90 Mark IIa saloon, radio and heater, beech green, 5,000 miles, £1,050.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

SUNBEAM-TALBOT

MEBES & MEBES, Ltd. (Est. 1895), offer:

1946 (June) Sunbeam-Talbot 10hp sports sliding head 4-door saloon, black, brown hide upholstery, passlight; other extras; coachwork excellent; £525.—The Broadway, Mill Hill, N.W.7. Tel. Mil. 2040. [C3012

HENDON CENTRAL GARAGE, Ltd., offer:—

1951 series Sunbeam-Talbot 90 saloon, fitted all extras, taxed, one owner since new, 16,000 miles and in immaculate condition; £820.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [2034

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

SUNBEAM-TALBOT 90 l.h.d. saloon, 1949, grey, grey leather, radio; £565.—Modern Service (Wimbledon), Ltd. Tel. Wimbledon 5155. [C3014

1948 Sunbeam-Talbot 10hp saloon, 31,000 miles only, excellent condition throughout; £525.—Dobsons, Ltd., Staines. Tel. 801. [C1074

GUY ALFREDS & Co., Ltd.—1951 Sunbeam-Talbot 90, Phase II saloon, 17,000 miles only, 1953 condition, 6-7, Warren St., W.1. Euston 3268. [C1005

1951 March Sunbeam-Talbot 90 saloon, black, beige leather, privately owned, all extras fitted, 13,000 miles, unmarked, as new; £875.—Byron 1888. [8716

1950 Sunbeam-Talbot 80 saloon, black with brown leather, 27,000 miles, most attractive car; £610.—L. F. Dove, Ltd., Guildford Rd., Woking. Tel. 1262. [C1078

1939 Sunbeam-Talbot drop head, recellulosed, rechromed, new hood, excellent engine; £295. —Kirkdale Cars, 319a, Kirkdale, S.E.26. Sydenham 6129. [8664

CAMDEN MOTORS for Sunbeam-Talbots.—10hp sports saloon, 1948 series, original cellulose, recommend for its outstanding mechanical order; £545.

CAMDEN MOTORS for Sunbeam-Talbots.—10hp sports, similar body styling to above although actually a late pre-war model of 1939 manufacture, excellent chassis and most outstanding performance; £345.

CAMDEN MOTORS for Sunbeam-Talbots.—90 saloon, 1949 model, "new-look" body styling, etc., bronze finish with beige leather, now undergoing complete recellulose in our workshops; £595.

CAMDEN MOTORS for Sunbeam-Talbots.—90 saloon, 1951, big engine model, pastel green, one previous owner, moderate mileage; £795.

CAMDEN MOTORS, the Sunbeam-Talbot Specialists. —Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m.—Write for catalogue. [C1035

£715.—July, 1951, Sunbeam-Talbot 90 Mark II convertible, extras, etc., 27,000 miles.—Richards & Carr, 35, Kinnerton St., London, S.W.1. Sloane 5424. [C3045

SUNBEAM-TALBOT 90 saloon, black with red leather, heater, 2,000 miles, latest Mark II A model, first reg. Oct., 1952; £995.—Castle's, Church Gate, Leicester. Tel. 65251. [8460

1952 Sunbeam-Talbot 90 d.h. coupe, gunmetal grey with maroon hood and seat covers, mileage 3,700; £1,050.—"Kotagiri," Daverham Ave., Northwood, Middx. [8556

1953 Sunbeam-Talbot IIa Alpine Mist, Jan. '53, excellent condition, many extras; £1,050 o.n.o.—Bennett, Stretton Croft, Stretton Baskerville, Hinckley, Burbage 252; business, Hinckley 931. [8605

£525.—2-litre sports saloon, 1947-8 Sunbeam-Talbot, a car of outstanding appearance which has passed professional examination; undoubted bargain; 3 months' guarantee; hire purchase, exchanges. LAMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221 (East Finchley Underground). [C2052

1952 Sunbeam-Talbot 90 saloon, finished in blue, beige leather, fitted heater, 10,000 miles only, beautifully maintained; £850.—R. S. Currie & Co., Ltd., 105, Westbourne Grove, W.2. Bayswater 0085. [C1065

1950 (May) Sunbeam-Talbot 90 saloon, bronze with re leather, one owner, fitted H.M.V. radio, guaranteed 28,000 miles, perfect; £650.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [8186

1952 (May) Sunbeam-Talbot 90 saloon, colour sapphire blue, heater, genuine mileage 12,000, spare unused, immaculate throughout and taxed for the year; £885.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 5431-2. [C3011

Sunbeam-Talbot Cars Wanted

CMT THE CAR MART, Ltd., wish to purchase Sunbeam-Talbot cars.—520, Euston Rd., N.W.1. Euston 1212. [0516/R

ROOTES DISTRIBUTORS REQUIRE modern low-mileage Sunbeam-Talbot cars.

BIRMINGHAM.—Lower Temple St. (Central 8411).

MANCHESTER.—129, Deansgate (Blackfriars 6677).

MAIDSTONE.—(Maidstone 5335).

CANTERBURY.—(Canterbury 3252).

ROCHESTER.—(Chatham 2251).

WROTHAM Heath (Borough Green 4).

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 8401. [0111/R

Sunbeam-Talbot Cars Wanted

ROWLAND SMITH'S, The Car Buyers. Highest cash prices for Sunbeam-Talbot.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

REALLY good second-hand Sunbeam-Talbot required. —Cobb, 30, Harley House, N.W.1. [W1096

SUNBEAM-TALBOT, 1950-51.—Higham, 100, Eaton Place, S.W.1 (Sloane 6145). [8744

PRIVATELY owned S/Talbot 90.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

SUNBEAM-TALBOT 10hp saloon, about 1939, in fairly good condition and good mechanical order; reasonable price given by private buyer.—Box 0557. [8658

URGENTLY required, 1950 Sunbeam-Talbot 80 or 90 saloon.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [1441

BIRMINGHAM and Midlands.—Low-mileage Sunbeam-Talbot modern cars required by George Heath, Ltd., 190-184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0089/R

H. F. EDWARDS urgently require good Sunbeam-Talbot for immediate cash; distance no object. Details please to 200, Great Portland St., London, W.1. Tel. Langham 0012. [W2005

CRIPPS, of Nottingham, urgently require all recent models of Sunbeam-Talbot cars.—R. Cripps & Co., Ltd., the Sunbeam-Talbot distributors, Parliament St., Nottingham. Tel. 46381. [0465/R

Talbot Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Talbot.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Talbot Spares and Service

PRESELECTOR gear boxes.—H. & A. Engineering, 35, Grant Rd., Addiscombe 2931. [0782

JOHN BLAND for Talbot new water manifolds and pumps in stock.—27, Southfields Rd., S.W.18. Vandyke 1612. [0896/R

LARGE stocks new and second-hand Talbot spares, 1929-56, including ambulance.—Clare's Motor Works, 260, Knights Hill, London, S.E.27. Gipsy Hill 0132. [0864/R

TRIUMPH

SCOTT CARS offer:—

1948 (October) Triumph razor-edged saloon, one owner, really outstanding condition; £495.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676. [C4016/1

SCOTT CARS offer:—

1950 (October) Triumph Renown, radio, heater, as new; £600.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676. [C4016

BOON & PORTER, Ltd.

1951 Renown, black/beige, one owner, 35,000 miles, excellent; £725.—Castelnau, S.W.13. (By Hammersmith Bridge.) Riverside 4444. [C1022

B. J. HUNTER, Ltd., offer:—

1949 Triumph 2000 Roadster, just fitted new works engine, excellent condition throughout; £595.

B. J. HUNTER, 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

MEBES & MEBES, Ltd. (Est. 1895), offer:—

1951 (July) Triumph Mayflower saloon, Comet blue, upholstery to match, loose seat covers, moderate mileage, one owner, taxed, practically a new car; £545.—The Broadway, Mill Hill, N.W.7. Tel. Mil. 2040. [C3012

AUTOMOBILE & AIRCRAFT SERVICES, Ltd., offer:—

OCTOBER 1948, 1800 saloon, grey, heater, recon. engine, immaculate car; £495.

MARLBOROUGH Works, Kenton. Tel. Wordsworth 7805 (5 lines). [C1008

£555.—1949 Triumph 2000 Roadster, immaculate, green with red leather.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [C1070

TRIUMPH Dolomite 1-hp 1939 saloon, excellent condition; £420 o.n.o.—Bond, Staines 2614. [8417

1949 Triumph 2000 Roadster, grey, one owner, 18,000 miles only, immaculate; £575.

RIPCO, Ltd. (Triumphs purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952-3-4. [C3052

1951 (July) Triumph Renown saloon, 18,000 miles, one owner; £675.—Weybridge 600. [C4025

1952 Mayflower saloon, black/red leather, one owner, H.M.V. radio heater, as new; £575.

GARAGE SERVICE Co., Ltd., 1061, Finchley Rd., Temple Fortune, Golders Green. Speedwell 8692, 5408 or 7008. [C2019

TRIUMPH 1949 saloon, grey, one owner-driver, 25,000 miles, excellent condition; £725.—Box 0516. [8505

1938 Triumph Dolomite saloon, excellent; £220; terms.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 4579. [C4058

1952!!! (July) Mayflower saloon, black, red leather, heater, 5,000 miles, as new; £625.—Tel. Barshot 3320. [8071

1934 Triumph 10 saloon, at £120, £40 deposit.—Kings Autos, 725-727, High Rd., Seven Kings, Essex. Tel. Seven Kings 3536. [C2048

1949 Triumph Renown saloon, 4-door, 6-light, black, beige, 100% condition; £595.—Dorking Motor Co., Ltd., Dorking 3056. [8565

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

TRIUMPH

1953 Triumph Mayflower saloon, comet blue, leather and heater; 2,000 miles only; unmarked throughout; £675.—JOHN WILSON AUTOS, Ltd., Sanderstead Rd., South Croydon. Sanderstead 4260. [C4055

1939 model Dolomite saloon, good condition, £225, taxed, terms, exchanges.—Victoria Motors, Victoria Ave., Southend. Southend 2310. [8685

GUY ALFREDS & Co. offer 1950 (September) Triumph Renown saloon, radio, heater, 22,000 miles; £625.—6-7, Warren St., W.1. Euston 3268. [C1005

MAYFLOWER (May, 1953), 3,500 miles, grey, grey inside, fitted Radiomobile, heater, and mats as new.—John Dainton, Brookside Rd., Uttoxeter, Staffs. [8442

JACK ROSE, Ltd., offer 1949 Triumph 2000 saloon in grey, heater, loose covers, almost unmarked; accept £575.—Stafford Rd., Wallington, Surrey. Wallington 6677-8. [C3056

£175.—Genuine 1938 Triumph 16hp Vitesse sports saloon, excellent runner, taxed; £75 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1953 (April) Triumph Mayflower saloon, colour Comet blue, as brand new; £635.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [C1016

NAYLOR & ROOT.—1948 Triumph 1800 Roadster, smoke grey, blue hide, carefully maintained throughout; £495; written guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3022

ROSE & YOUNG, Ltd., offer: 1948 Triumph 1800 Roadster, immaculate condition, black; £485.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [C3057

CAMDEN MOTORS for Triumphs.—Mayflower saloon, May, 1953, Comet, blue, with heater, 5,950 miles, condition virtually as new, £625; also one in grey delivered and registered only last month.

CAMDEN MOTORS for Triumphs.—2000 roadster, 1949, in pastel green, interior leather to match, outstanding mechanical order, with excellent tyres; £565.

CAMDEN MOTORS for Triumphs.—1800 razor-edge saloon, 1947, maroon with beige leather, one change of ownership only, service charts and relevant bills available from local distributors, who have maintained the car since new, genuine moderate mileage; £495.

CAMDEN MOTORS for Triumphs.—2000 Renown saloon, March, 1950, pastel grey, a beautiful one owner specimen, immaculate maintained; £695.

CAMDEN MOTORS for Triumphs.—Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m.—Write for catalogue. [C1035

1949 Triumph Renown saloon, radio and heater, new engine recently fitted, new tyres, excellent condition and appearance; £535.—L. F. Dove, Ltd., Guildford Rd., Woking. Tel. 1282. [C1078

TANKARD & SMITH, Ltd., offer 1951 Triumph Mayflower, grey with blue upholstery, heater, immaculate condition; £565; three months' written guarantee.—194-198, Kings Rd., Chelsea, S.W.3. Flaxman 4801-2-3. [C4026

1949 (Oct.) Triumph Roadster 2,000, excellent condition, champagne, rust upholstery, carpets, spare seats as new, new battery; this car has been carefully maintained by owner from new; nearest £550.—Box 0558. [8699

1950 Triumph Renown, one owner, low mileage, in genuinely exceptional condition throughout; part exchange preferred, with cash either way, or £695.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [C3016

1939 Triumph Dolomite, black, beige interior, superb order throughout, excellent tyres, taxed, Phillips radio fitted, a car for the connoisseur; £325.—Elm Auto Sales, 68, Hartfield Rd., Wimbledon, S.W.19. Wimbledon 4825/0472. [8691

£495.—Triumph Mayflower, grey with crimson upholstery, one private owner, really nice condition; or £175 deposit and 12 or 18 monthly payments.—Starnes Motors, Triumph Specialists, 103, Cricklewood Broadway, N.W.2. Gla. 2480. [6846

Triumph Cars Wanted

CMT THE CAR MART, Ltd., wish to purchase Triumph cars.—320, Euston Rd., N.W.1. Euston 1212. [0974/R

RROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Triumph.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

FULL value paid for Triumph or similar.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

MARSTON MOTOR Co., Ltd., for your Triumph.—Tel. Sta. 8000.—Seven Sisters Rd., Tottenham, N.15. [0182/R

C. A. PETO, Ltd., 42 North Audley St., W.1, wish to purchase late model Triumph Mayflower.—May, 3051. [W3043

Triumph Spares and Service

S & T STANDARD & TRIUMPH SALES, Ltd.—Service and spares for all models; manufacturers' largest stockists in Britain of spares and service exchange assemblies.—Standard & Triumph Sales, Ltd., London Distributors, Junction of Boundary Rd. and Abbey Rd., St. John's Wood, N.W.2. Maida Vale 9114 (10 lines). [0397/R

TRIUMPH spares for all post-war models, largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3522). [0355/R

Triumph Spares and Service

BASIL ROY, Ltd., Triumph Spares Stockists, pre-war models.—161, Great Portland St., London, W.1. Lan. 7755. [0143/R

UTILITY CARS

SCOTT CARS offer:—

1949 A40 Countryman, heater, perfect; £475.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676. [C4016

JACK STONE & EON offer:—

1950 A40 Countryman; 1948 Bradford 6-seater utility; 1948 Commer 6-seater utility; 1946 Dodge 6-seater utility; coachbuilt wooden utility bodies to your own specifications, £135; order your new Vanguard, Hillman, Austin, tractor, etc., utility car or van, immediate delivery; write for up-to-date list.—221, Upper Richmond Rd., Putney 1054-5, 2276-7. [C4021

TAYLOR & CRAWLEY, offers:—

1952 Humber Pullman estate car, finished in natural wood and satin bronze, 4,000 miles only, the largest and most luxurious utility.

1948 Chevrolet de luxe estate car, 35,000 miles, one private owner; £1,075.

48 Kensington Court, W.8. Western 6015. [C4036

!! Chipstead Motors, Ltd.—See our advertisement ** under "Sports Cars." [C1046

1948 Bradford de luxe utility, immaculate throughout; £295.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston. Kin. 2241. [C4053

1948 Bradford d/l utility; £200.—Buntings Motor Exchange, Harrow 6225-6. [8687

CASS'S MOTOR MART.—1952 Vanguard Estate car, cost £1,150; £765.

1948 Fordson Utilecon; £415; written guarantee.—5, Warren St., W.1. Euston 3523. [C1040

1950 Ford 8hp Martin Walter Utilecon; £365; 3 months' guaranteed; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054/1

£424.—Alvis 14 1947 utility, streamlined wood body, cellulose unmarked, full 5-seater; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yards Holland Park Tube.) Exchanges, h.p. [C1017

1951 Series A40 Countryman in unblemished condition throughout, one private owner; £595.—Harold Simons.—Below.

1951 (June) Ford 10cwt Martin Walter Utilecon, factory reconditioned engine, unblemished appearance, magnificent mechanical condition; £495, both with 3 months' written guarantee; free after-sale service; usual h.p. facilities.—Harold Simons, Ltd., Simons Corner, 397-401, High Rd., East Finchley, N.2 (Junction of North Circular and Great North Road). 3 minutes trolley E. Finchley Tube. Finchley 0052-53. [C4065

BRADFORD utilities for sale serviced by us; main agents since 1922.—Bunting's Motor Exchange, Bonnersfield Lane, Harrow. Tel. 6225-6. [0621/R

1953 Bedford Dormobile, 600 miles, many extras.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557. [C3006

1953 (Sept.) Bedford 10-seater estate Dormobile, 16hp, mileage 400; £650.—Simm, 19, Bennett Rd., Crumpsall, Manchester, 8. [8623

1952 Vanguard estate car, one owner, 20,000 miles, genuine, radio and heater; £699; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

1952 model A40 Countryman, one owner, low mileage; £595.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456. [C1077

1948 (July) Bradford Utility, excellent condition throughout; £265.—Bruce France, 8a, Cromwell Mews, South Kensington. Fla. 0513. [C2014

1952 Renault 8-seater 4-door estate car, 4,000 miles, 17hp, r.h.d., as new; £850 cash; h.p. terms arranged.—Creasey, Knebworth. Tel. 3377. [8404

1952 Austin A40 Countryman, 10,000 miles; £645.—British & Colonial Motors, Ltd. (Distributors for London & Home Counties), 13/14, Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027

CAMDEN MOTORS offer Standard Vanguard utility, 1949, black, brown leather, folding rear seats, double entrance doors at rear, a very smart, serviceable vehicle; £445.

CAMDEN MOTORS offer Standard Vanguard Estate car, 1952, costing over £1,000 less than 12 months ago, superb appearance, built-in radio, heater, screen-wash, rimbellishers, nominal mileage and used entirely for pleasure motoring by local county family; £795.

CAMDEN MOTORS offer Hillman Minx Estate car, registered August, 1947, all metal body, rear entrance, 4-passenger capacity with ample additional space for goods; £295.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035

£195 bargain! 1941 Ford V.8 22hp utility, excellent condition, any trial; also Minx utility considerable overhaul, bills produceable, £145.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4725. [C1011

1936 Austin 18hp shooting brake, fully equipped, recently repainted, perfect running order, owner suddenly called abroad; must sell; first offer over £150.—Selway, Little Rissington, Glos. [8573

ROYS offer: 1942 Minx utility, ex-W.D., 4 seats, taxed, good; £165; h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. (Near Camden Town Tube Station.) Euston 2700 and 8894. [C3059

UTILITY CARS

£299!!!—1940 Ford Anglia utility, identical appearance to 1948 model; by virtue of its low maintenance and running costs this roomy 4-seater utility will be much sought after.—Below.

£265!!!—1938 Ford V.8 Dagenham-type utility, full 8-seater; largest and roomiest of the wood-bodied utilities; usual Ford economy motoring; 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

KENTISH & THOMSON, Ltd.—Standard Vanguard estate car, 1953 (May), grey, blue upholstery, 1,800 miles only, in unmarked condition throughout; £815.—564-6, Wickham Rd., Croydon. Springpark 3477. [C2047

NEW Fordson 10cwt estate car, fold flat seats, immediate delivery; £610/5/10 including purchase tax; exchanges welcome.—B. & H. Motors, 1464-8, High Rd., Whetstone (Finchley), London, N.20. Tel. Hillside 6671-2. [C1020

Utility Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Utilities.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

VAUXHALL 10

1939 10hp; £225; one owner, taxed, insured; £150 spent.—Heywood, Ewell 5389. [8601

1939 Vauxhall 10 saloon; £285.—Ace of Spades, Great West Rd., Hounslow 5476 (Osterley Station Tube.) [C2050

1946 Vauxhall 10hp saloon, black with brown leather, well-kept car; £385.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456. [C1077

VAUXHALL 12

CHARLES POLLETT, Ltd., offer:—

1948 Vauxhall 12 sal., black, one owner, genuine 17,900 miles only; this car is in really superb order; £525.

18, Berkeley St., W.1. Mayfair 6266.

SERVICE Works and Stores—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

1948 Vauxhall 12, one owner, blue, taxed, excellent condition; £435; 3 months' guarantee, terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

1948 Vauxhall 12 saloon, excellent throughout; £450.—Autowork, Ltd., Winchester. Tel. Winchester 4834. [C1010

1948 Vauxhall 12, radio; £350; terms, exchanges.—Norman Autos, 354, London Rd., W. Croydon. Tel. Tho. 4657. [8703

1939 Vauxhall 12, resprayed black, brown leather upholstery, good order; £265.—John Jordan, Sandy, Beds. Tel. 64. [8712

1947 Vauxhall 12, specimen car in magnificent condition; £385.—Kirkdale Cars, 319a, Kirkdale, S.E.26. Sydenham 6129. [8662

1947 Vauxhall 12hp saloon, first class throughout; £375.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456. [C1077

£395.—Vauxhall 12 1946-7 4-dr. saloon, excellent mechanically, good bodywork and cellulose; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yards Holland Park Tube.) Exchanges, h.p. [C1017

£285.—1939 Vauxhall 12 4-door de luxe, bargain.—G.P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100yds Clapham South Tube). Batt. 1107-8-9. [C2024

VAUXHALL 14

PHŒNIX MOTOR Co. (SURREY), Ltd., offer:—

1948 (May) J type 14hp Vauxhall, black, brown leather upholstery, 35,000 miles only, one owner, a very rare example of this popular model in outstanding condition throughout; £450.

PHŒNIX MOTOR COMPANY (SURREY), LIMITED, Sutton, Surrey. Vigilant 1121. [C3044

1939 Vauxhall 14, clean and sound; £300.—Smith and Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2512. [C4019

1947 Vauxhall 14 J-type saloon, black with brown leather, in excellent condition throughout; £425.—Robb'ns, East Putney. Tel. 4581. [C3010

NOVEMBER, 1947, Vauxhall J-type, excellent condition, colour black; £425.—John Whalley, Ltd., London Rd., Bishop's Stortford. Tel. 181-2. [C4051

£130.—2-door saloon, 1936, quite good condition and reliable, 25mpg; may be seen London, S.W.3.—Tel. Monarch 7486 business hours including Saturday.

1946 Vauxhall 14 saloon, one owner, carefully maintained, fitted radio; £350.—Garage Service Co., Ltd., 1081, Finchley Rd., Temple Fortune, Golders Green, N.W.11. Speedwell 8692. [2019

VAUXHALL WYVERN & VELOX

CAR MART, Ltd.

1953 Vauxhall Wyvern saloon, 200 miles; £850.

1950 Vauxhall Wyvern saloon, 15,000 miles; £625.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [C1059

SCOTT CARS offer:—

1949 Vauxhall Velox, radio, heater, outstanding example; £490.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676. [C4016

1953 Vauxhall Wyvern, black/brown leather, loose covers fitted, radio and heater, 5,000 miles only, an immaculate car; £865.—Sidford Car Sales, 114, Commercial Rd., Southampton. Tel. 5252 (5 lines). [8740

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

VAUXHALL WYVERN & VELOX

B. J. HUNTER, Ltd. offer:—

1952 Vauxhall Velox saloon, one owner, very superb condition; £795.

1952 Vauxhall Velox saloon, square engine model, fitted heater; £775.

1950 Vauxhall Velox saloon, late property works engineer; £550.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [C2040

GUY SALMON AUTOMOBILES offer:—

1951 Vauxhall Wyvern saloon, black, brown leather, immaculate and original condition; £595.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

W. J. BROWN, Ltd., established over 30 years.

1953 Vauxhall Velox, 6,400 miles, black, with red leather and heater, one owner; £825.

339 Finchley Rd., N.W.3. Hampstead 4414. [C1025

1951 Vauxhall Velox, grey, heater, low mileage; £625.—Macaulay 2211. [C1002

FOR sale.—1952 Vauxhall Velox with all accessories, one owner.—Full particulars Overett, Ley. 5678. [8363

1952 (Sept.) Vauxhall Wyvern, green, sq. engine, heater, as new, taxed; £740; private sale.—Box 0511. [8472

GUY ALFREDS & Co., Ltd.—1952 Vauxhall Velox, radio, heater, small mileage, superb.—6-7, Warren St., W.1. Euston 3268. [C1005

1949 Vauxhall Velox saloon, blue with brown leather, low mileage, one careful owner, perfect condition; £495.

G. & R. GARAGE, Ltd., 33, Victoria Rd., Surbiton. Elmbridge 6755. [C2025

VAUXHALL Velox, December, 1948, one owner, reconditioned engine, as new; £495.—Sloane 7439, Rickmansworth 2615. [8513

1953 (August) Wyvern saloon, 130 miles only, heater, tax year; £850.—45, North Rd., Brighton 25050. [8586

1950 (November) Vauxhall Velox, radio and heater; £550.—Hillingdon Motors. Tel. Uxbridge 412. [W2062

1950 series Vauxhall Velox saloon, splendid condition; £535.—Autowork, Ltd., Winchester. Tel. Winchester 4854. [C1010

1953 Vauxhall Velox, black, heater, taxed, 3,000 miles; £875.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0621-2. [C5040

1950 Vauxhall Wyvern, grey, excellent condition; £550.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 5456. [C1077

1950 Wyvern, black, radio and heater, immaculate; £545.—Jack Pozner (Autos), 395, Hendon Way, N.W.4. Hendon 1423-4. [C3063

1949 Vauxhall Wyvern sal., low mileage, excellent order throughout; £495.—Bertram Cowen, Ltd., Hermitage Lane, Streatham. Pol. 2100. [8374

1952 Velox, fitted radio, heater, screen washers, spotlight, superb condition, compare price; £725!!!—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4725. [C1011

1952 (Sept.) Wyvern, square engine, heater, covers, etc., negligible mileage, really immaculate, £810.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [C4004

WYVERN 1949-50, privately owned, engine, body, tyres in exceptionally good condition throughout, colour grey, genuine 25,000 miles; £525.—Tel. Richmond 1615 after 7 p.m. [8478

1952 model Velox saloon, specially prepared for Concours d'Elegance, most lavishly equipped and in superlative order; £695; terms or exchange welcomed.—R. C. Mortlake, Arnold 4604. [C3017

1951 Vauxhall Wyvern, one owner, excellent condition throughout; £545; hire purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [C2035

PRIDE & CLARKE, Ltd.—1951 Vauxhall Wyvern saloon, black/brown leather, 25,000 miles, heater, one owner; £549; 3 months' guarantee; terms; exchanges. list.—Stockwell Rd., S.W.9. Brixton 6251. [8461

1952 series Velox 18hp latest streamlined saloon, guaranteed 16,000 miles only, spare unused, finished black, leather upholstery, fitted radio, heater, reverse light, spotlamp, cigar lighter, taxed to December, as new throughout; £775; trade enquiries welcomed.—Motourists (London), Ltd., Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [C3018

Vauxhall Wyvern & Velox Cars Wanted

FULL value paid for Wyvern or similar.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

1953 Velox, low mileage, wanted by private purchaser.—Dyke, 448, South Coast Rd., Telscombe Cliffs, Peacehaven 2344. [8360

VAUXHALL MISCELLANEOUS

SHAW & KILBURN, Ltd., for Vauxhalls.

IT is important that the car you purchase is in excellent condition throughout.

SELECTION of such modern Vauxhalls at

4—6, Berkeley Sq., W.1. Gosvenor 4328. [0017/R

HAMILTON MOTORS (LONDON), Ltd., 466-490, Edgware Rd., London, W.2. Paddington 0022 (12 lines). Vauxhall main dealers.

***1946** Vauxhall 14, black/brown leather, radio, good condition mechanically.

1947 Vauxhall 14 J-type (choice of 3), black, brown leather upholstery, body condition good, tyres good all round, mechanically sound.

***1950** Vauxhall Velox, metallic grey, low mileage, heater, radio and loose covers fitted, excellent condition throughout.

* The above cars are under the bonus Vauxhall scheme, i.e., bonus H.M.L. rebuilt engine within 2 years or 40,000 miles.

ALWAYS a good selection of used Vauxhalls in stock; H.M.L. will purchase for cash all Vauxhall cars, including latest models. [C2032

VAUXHALL MISCELLANEOUS

VAUXHALL and other makes of used cars in good condition; let us know of your requirements. Tel. Uxbridge 737.—Gregory's of Uxbridge. [0039/R

GRAHAM BROTHERS (MOTOR), Ltd., main dealers, 7-15, Peter St., Manchester, 2 (Bla. 9887), always have a fine selection of post-war Vauxhall models carrying full warranty; your inspection invited. [0283/R

Vauxhall Miscellaneous Cars Wanted

CMTRSR

THE CAR MART, Ltd., wish to purchase Vauxhall cars.—150, Park Lane, W.1. Grosvenor 5434. [0975/R

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Vauxhall.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R

SSSW

SHAW & KILBURN, Ltd., Vauxhall main dealers.

WILL purchase modern Vauxhall cars.

4—6, Berkeley Sq., W.1. Grosvenor 4328. [0018/R

REQUIRED, good used Vauxhall.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

VAUXHALL cars, post-war models, urgently required.—Gollys Garage, Ltd., Earls Court Rd., S.W.5. Fremantle 6375. [0479/R

ARLINGTON MOTOR Co., Ltd., main dealers, will purchase post-war Vauxhall cars.—Tel. Waltham Cross 3760. [0612/R

7-SEATER private 1937/8/39 Limousines required; cash waiting; Alpe & Saunders, Providence Court North Audley Street, Mayfair-2941. [W1006

URGENTLY required, post- and pre-war Vauxhalls; cash immediately.—Hamilton Motors (Ldn.) Ltd., Vauxhall main dealers, 466-490, Edgware Rd., London, W.2. Call, write or tel. Paddington 0022. [W2052/R

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TRIANON.—Established over 30 years, the first with a reputation for reliability and quality workmanship, offers the undermentioned services on Vauxhall cars and vans.

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KJ MOTORS, Ltd., for spares, accessories, exchange units.—Bromley, Kent. Rav. 2456. [0395/R

SKURRAY'S, Ltd., Swindon.—Replacement engines and comprehensive range of reconditioned service units. Vauxhall, Bedford main dealers.—Swindon, Wilts. Tel. 2266. [0965/R

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WELHAM, Veteran Car Specialists, Surbiton Hill Rd., Surbiton. Elmbridge 1673.—Buy and sell pre-1914. [0201/R

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Volkswagen Cars Wanted

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GUY SALMON AUTOMOBILES offer:—

1952 Wolseley 4/50 saloon, 10,000 miles, H.M.V. radio and heater, immaculate condition throughout; £745.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

PHOENIX MOTOR CO. (SURREY), Ltd., offer:—

1951 (October) Wolseley 4/50 saloon, green, green interior, 26,000 miles, engine recently overhauled, fitted H.M.V. radio and heater, very well maintained and in showroom condition throughout; £650; cars purchased.

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1941 Wolseley 25 saloon, good condition, any trial; £195, or offer.—Tel. Wan 9261, after 6 p.m. [8524

1950 4/50 Wolseley, black with brown leather, immaculate condition; £560.—Tel. Kingston 1909. [8540

BEARTS, of Kingston, Wolseley distributors.—Sales, spares and repairs.—102, London Rd., Kingston. Tel. 5348. [0083/R

CASS'S MOTOR MART.—1947 Wolseley 14/60 saloon, excellent, written guarantee.—5, Warren St., W.1. Euston 3525. [C1040

GUY ALFREDS & Co. offer: 1951 Wolseley 4/50, low mileage, radio, superb.—6-7, Warren St., W.1. Euston 3268. [C1005

1951 6/80 Wolseley, excellent condition; £595.—Speedwell 1242. [C2026

WOLSELEY 6/80, Sept. '52, mileage guaranteed, 9,000, as new, green, tygan cover fitted; £790.—Cranmore, Tel. 2040 Potters Bar. [C1062

1939 (June) Wolseley 14 saloon, black/fawn, first-class cond.; £295.—Bertram Cowen, Ltd., Hermitage Lane, Streatham. Pol. 2100. [8370

WOLSELEY 25 7-seater landaulette, Nov. 1937, in beautiful condition, stored 9 years; £395; terms.—Newbery Cars, Muswell Hill, N.10. Tudor 3394. [8648

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NAYLOR & ROOT.—1949 Wolseley 4/50 saloon, black, brown hide, one careful owner, any trial; £585; written guarantee.—25, East Hill, Clapham Junction, S.W.11. Bat. 2252. [C3022

CAMDEN MOTORS for Wolseleys.—Series II saloon, 1957, super six 25hp model in black, modern body lines, smooth, powerful engine, reasonable condition throughout, £145.

CAMDEN MOTORS for Wolseleys.—25hp series III super six saloon, 1959, handsome and impressive looking car, previously owned by company director, chauffeur maintained and used on special occasions for town visits only, £295.

CAMDEN MOTORS for Wolseleys.—18/85 saloon, December, 1948, about the last of the 18hp series produced, privately owned, excellent mechanical order and with almost brand new tyres; £495.

CAMDEN MOTORS for Wolseleys.—14hp saloon de luxe, series III 1959 model, green and black, engine reconditioning carried out approximately 8,000 miles back, privately owned; £295.

CAMDEN MOTORS for Wolseleys.—Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1055

1952 4/50 saloon, Nov., '51 registered, 26,000 miles, heater, immaculate inside and out, good tyres, black with brown, £625.—Dirkhill Garage, Dirkhill Rd., Bradford, 7. Tel. 71574. [8572

£333!!!—Wolseley 14 sunshine saloon, 1959, faultlessly maintained example in post-war condition; 3 months' guarantee; hire purchase, exchanges.—Lambs, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

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CMT THE CAR MART, Ltd., wish to purchase Wolseley Four-Fifty cars.—320, Euston Rd., N.W.1. Eus. 1212. [0721/R

ROWLAND SMITH'S, the car buyers.—Highest cash prices for Wolseley 4/50.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

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CMT THE CAR MART, Ltd., wish to purchase Wolseley Six-Eighty cars.—150, Park Lane, W.1. Gro. 3454. [0722/R

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FULL value paid for Wolseley or similar.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

WOLSELEY 12/14 saloon, 1938-1948.—Jack Thomas, 51, Stafford Rd., Croydon, Croydon 0651, evening Tho. 6517. [W4066

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W. JACOBS & SON, Mill Garage, Chigwell Rd., South Woodford, E.18. Wanstead 1783-4. [0485

WOLSELEY spares and repairs.—Ramsay Motors, Ltd. 242-248, High St., Barnet 3240. [0707/R

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R. HARDY & SON, 55, Marylebone High St., W.1. Welbeck 1101.—Spares, reconditioned units, service and repairs for all Wolseley 1937-1951 models. [0516/R

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BARKERS MOTORS (LONDON), Ltd., Tel. Balham 6666, for Wolseley spares, sales and service.—209, Balham High Rd., S.W.17. [0525

ROCKERS, 6/- each, exchange; camshafts rebuilt.—Thomson, 104, Kingston Rd., Wimbledon, S.W.19. Liberty 8498. 1-2 and after 7. [8639

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1951 Aston Martin special sports saloon, radio, heater, grey, blue upholstery; 1948 Vauxhall 12, black, brown upholstery, reconditioned throughout, £400.—Associated Car Sales Co., Ltd., Newton-Stewart, Wigtownshire, Scotland. [8420

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1948 Karrier Bantam truck, twin rears; £255.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-9. [C2045

1948 Bradford van, extremely well preserved; £165.—London Cars, 592-6, Greenford Rd., Greenford, Middx. Waxlow 2643. [C2057

CASS'S MOTOR MART.—1952 Vanguard van, 6,600 miles; £495; written guarantee.—5, Warren St., W.1. Euston 4110. [M1040

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WILSONS offer you a thrilling experience, a demonstration on the beautiful new Sapphire; we would accept your old car in part exchange, and can arrange hire purchase terms if required.—Telephone for appointment to Brixton 4011, 54, Acre Lane, Brixton, S.W.2; or Epsom 3901, 1, Dorking Rd., Epsom, Surrey. [0324/R

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PIPPBROOK GARAGE.—We are officially appointed agents for Aston Martin and Lagonda cars.—London Rd., Dorking 3891. [0007

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THE CAR MART, Ltd., London Austin distributors, accept orders for delivery in rotation.—297, Euston Rd., N.W.1. Euston 1212. [0551/R

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H. A. SAUNDERS, Ltd., retail dealers, accept orders for delivery in strict rotation; A40 Pick-up, A40 Countryman and A70 saloon available now from stock.

H. A. SAUNDERS, Ltd., 526-530, Euston Rd., N.W.1. Euston 4511. [N4040

BREW BROTHERS, Ltd., agents for Austin cars, sales and service.—133, Old Brompton Rd., S.W.7. Kensington 2468. [N1083/R

L. F. DOVE, Ltd., main dealers and vehicle distributors Austin.—See all the models at 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [N1077/R

EARLY delivery by rotation of new A70 Hereford saloons, choice of six colours.—Tel. Pal. 5576-7. Springfield Garages, Ltd., Southgate, N.14. [0272/R

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PRIDE & CLARKE.—A70 saloon immediate delivery—favourable delivery of other models; exchanges, terms.—257, Brixton Hill, S.W.2. Tul. 3664-5. [0735/R

YOU couldn't do better than secure your new Austin A40 Countryman or A70 saloon now for immediate delivery; current market value for your present car subject to inspection.

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CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1 (Corner of Piccadilly). Grosvenor 3434. [N1059/R

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SHOWROOMS: 1-5, Peter St., Manchester, 2.

PHONE: Blackfriars 4942.

SERVICE station: Cheetham Hill Rd.,

MANCHESTER, 8. Tel. Blackfriars 2302. [0506/R

GROSE, Ltd., Northampton.

OFFICIAL Bentley retailers.

SHOWROOMS and service.

MAREFAIR, Northampton. Tel. 4540 [0569/R

H. A. FOX & Co., Ltd., officially appointed Bentley retailers and service agents.—Showrooms and Head Office, 3-5, Burlington Gardens, Old Bond St., London, W.1. Tel. Regent 7687 [8426

RIPPON BROS., Ltd., the largest Bentley and Rolls-Royce distributors of Mark VI Bentley and Rolls-Royce cars fitted with special coachwork; Rolls-Royce specialists since 1905.—Rippon Bros., Ltd., Huddersfield 7070 (10 lines). [0249/R

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METCALF & MUNDY, Ltd., main agents for the new Borgward diesel and sports cars, 9 different models, immediate delivery.—280, Old Brompton Rd., S.W.5. Fre. 5471/2186-7. [N3064

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A.F.N., Ltd.,

OFFICIAL Bristol retailers.

FALCON Works, London Rd., Isleworth. Tel. Hounslow 0011. [N2015/R

KEVILL, DAVIES & MARCH, Ltd.

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41-42, Hay's Mews, Berkeley Sq., W.1. Gros. 2565. [N2054/R

FRIARY MOTORS, Ltd., Old Windsor. Windsor 2002. Agents for Berks. Latest 403 model available for demonstration. [0964/R

BRISTOL in the Western Counties, new and used models service and spares; advantageous delivery, new cars; sole distributors.—Charles Cruickshank Motors, The Centre, Bristol. Tel. 25280. [0551/R

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BUICK.—Sole concessionaires, Lendrum & Hartman, Ltd., Buick House, Albemarle St., Piccadilly, London, W.1. Tel. Hyde Park 7121. [0526/R

CADILLAC

CADILLAC.—Sole concessionaires, Lendrum & Hartman, Ltd., Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. [0526/R

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SIMPSON'S offer:—

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BRITISH & COLONIAL MOTORS, Ltd., 13-14, Upper St. Martin's Lane, W.C.2. Temple Bar 5568.—Distributors for London and Home Counties. [N1027/R

CITROEN

ACE SERVICE STATION (LONDON), Ltd., offer early delivery of all models.

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SOLE distributors for the County of London; early delivery.—50, Vauxhall Bridge Rd., S.W.1. Vic. 2211. [0297/R

H.W. MOTORS, Ltd., offer:—

CITROEN Light 15 de luxe saloon, finished metallic red with maroon leather upholstery.

H.W. MOTORS, Ltd., Walton-on-Thames 2404-5-6. [N2043

CITROEN Distributors, Friary Motors, Ltd., Straights Rd., Old Windsor. Windsor 2002-3. [0892/R

IMMEDIATE delivery Light 15 de luxe saloon, black with sun roof.—Robbins, East Putney. Tel. 4581. [N3010

CITROENS. Near delivery all models; terms, exchanges.—"Motor House," Stoulton, Worcester. Tel. Peopleton 275. [5452

CITROEN.—John S. Truscott, Ltd., official agents; immediate delivery, exchanges, deferred terms.—175, Westbourne Grove, W.11. Bay. 4274. [N4055

DAIMLER

CONQUEST, early delivery; £1,511/5/10.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [N4053

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DAIMLER Distributors, Dorking Motor Co., Ltd., Reigate Rd., Dorking 2256. [8366

KINGSTON-ON-THAMES.—Daimler sales and service.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston 2241-2. [N4055/R

C. A. PETO, Ltd.—Appointed agents; Daimler Conquest orders accepted for early delivery.—42, North Audley St., W.1. May. 5051. [N5043

IMMEDIATE delivery Daimler Conquest, ex stock.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, W.C.2. Temple Bar 5568. [N1027

DELAGE

SELBORNES, World Concessionaires.—82, Park St., W.1. [0661/R

DELAHAYE

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MOTOURISTS (LONDON), Ltd., invite enquiries for all models.—Gt. North Rd., E. Finchley Station, N.2. Tudor 2501-2. [N3016

KENTISH & THOMSON, Ltd., Ford Dealers.—Part exchanges welcomed.—564-6, Wickham Rd., Shirley, Croydon. Springpark 3477. [N2047

ARTHUR E. GOULD, Ltd., main Ford dealers. Sales 280, Regent St., W.1, and 8-14, Mead St., Soho, W.1. Langham 1594-5. Service: Minerva House, Cheniles St., W.C.1. Museum 6075. [0656/R

F. H. PEACOCK, Ltd., main Ford dealers.—Sales and service, coachbuilding, insurance.—219-221, Balham High Rd., S.W.17. Balham 4401 (5 lines). 104, Foord Rd., Folkestone. Folkestone 51222 (2 lines). [0098/R

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REQUESTS for literature and information in respect of the latest Mark II Le Mans Replica, Targa Florio, Mille Miglia and Fixed-Head Coupe models should be addressed to A.F.N., Ltd., Falcon Works, London Rd., Isleworth. Hounslow 0011. [0478/R

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ORDERS accepted now for new Hillman Minx, exchange and terms arranged; cars prepared in advance for clients returning to England; your enquiries receive prompt attention.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3451-2. [N3011

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IMMEDIATE delivery new Humber Super Snipe saloon, finished in black with red upholstery, including purchase tax; £1,481/10/10.—Brew Bros., Ltd., 155, Old Brompton Rd., S.W.7. Fremantle 5555. [N1083

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MAIN agents for South-West Surrey.—St. Catherine's Garage, Guildford 62907-9. [0244/R

K J MOTORS, Ltd., main agents for N.W. Kent.—Bromley, Kent. Rav. 3456. [0286

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BASIL ROY, Ltd., Morgan distributors; full range on view.—161, Gt. Portland St., W.1. Langham 7735. [0510/R

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SURREY MOTORS, Ltd., High St., Sutton.—Morris main dealers, Sutton and district; spares and service.—Tel. Vig. 4444. [1661

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NASH cars, spares and repairs through Nash Concessionaires, Ltd., only.—Nash St., Albany St., N.W.1. Euston 5558-9. [0562/R

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OLDSMOBILE main dealers for London, Middlesex, Essex and adjoining Counties.—Lex Garages, Ltd., 2, Lexington St., W.1. (Gerrard 8600). Service Workshops and Spare Parts; 7, Pembridge Villas (nr. Westbourne Grove), W.11. (Bayswater 6626-7.) [0257/R

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LANCASHIRE and Cheshire distributors for Opel sales, service and spares.

GROSVENOR GARAGE, Burnage Lane, Manchester, 19. Rus. 2874-5. [0199/R

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SOLE Concessionaires, Leonard Williams & Co. (1940), Ltd., Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 5400. [0730/R

PEUGEOT

TOM KNOWLES, sole Peugeot concessionaires (Gt. Britain), 19, Brick St., Piccadilly, W.1. May. 5383. [0898/R

LANCASHIRE.—Distributors for Peugeot cars; early delivery; sales and service.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, M'cr. 19. Rus. 2874-5. [8454

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PONTIAC. — U.S. Concessionaires, Ltd., Pontiac Works, 5, Jubilee Place, Chelsea, S.W.3. Flaxman 7752-4. Also at Pontiac Works, Fernbank Rd., Ascot, Berks. [0950/R

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H. M. BENTLEY & PARTNERS, Ltd., 9, Albemarle St., London, W.1. Tel. Grosvenor 5551. [N1018

C. A. PETO, Ltd., Appointed Agents, Riley Sales and Service.—42, North Audley St., W.1. May. 3051. [N3043

JOHN S. TRUSCOTT, Ltd., official agents.—Early delivery; exchanges; deferred terms.—173, Westbourne Grove, W.11. Bay. 4274. [N4035

RILEY 2½-litre saloon, with heater, colour grey with red leather upholstery, new and unregistered.—Cripe Bros., Sidcup, Kent. Footscray 3066. [8432

IMMEDIATE delivery 2½-litre Riley; list price.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [N1027

CLARKE & SIMPSON, Ltd., Riley sales and service; one only 2½-litre saloon, silver grey with red leather, for immediate delivery.—49, Sloane Square, S.W.1. Tel. Sloane 4727. [C1048

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MANCHESTER, 8. Tel. Blackfriars 2302. [0561/R

H. A. FOX & Co., Ltd., officially appointed Rolls-Royce retailers and service agents.—Showrooms and Head Office, 3-5, Burlington Gardens, Old Bond St., London, W.1. Tel. Regent 7687. [6425

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H. M. BENTLEY & PARTNERS, Ltd., 9, Albemarle St., London, W.1. Tel. Grosvenor 5551. [N1018

CROYDON.—Main agents Leathwood's Garages, Ltd., 203, St. James's Rd., Croydon. Tho. 1222. [0063/R

NORTHAMPTONSHIRE and North Bucks.—Grose, Ltd., Rover distributors and parts service.—Marefair, Northampton. Tel. 4540. [0001/R

R. P. POWELL MOTORS, Ltd., East London area dealers.—Enquiries invited.—321, Romford Rd., Forest Gate, E.7. Maryland 4818. [0451/R

ROSENFIELD for Rover, distributors for Lancashire and Cheshire.—D. Rosenfield, Ltd., 1-5, Peter St., Manchester, 2. Tel. Blackfriars 4942. [0866/R

PLYMOUTH, S. Devon, E. Cornwall.—R. Humm & Co, Rover distributors, service and spares specialists.—Alexandra Rd., Plymouth. Tel. 5055. [0901/R

LAND-ROVER

R. P. POWELL MOTORS, Ltd., East London area dealers.—Enquiries invited.—321, Romford Rd., Forest Gate, E.7. Maryland 4818. [0452/R

ROSENFIELD for Land-Rover, distributors for Lancashire and Cheshire.—D. Rosenfield, Ltd., 1-5, Peter St., Manchester, 2. Tel. Blackfriars 4942. [0692/R

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PRIDE & CLARKE, Ltd.—Exchange your car now for a new SM1500, many other new cars available; terms.—237, Brixton Hill, S.W.2. Tul. 3664-5. [0907/R

SINGER.—Birmingham and Midlands distributors, Henry Garner, Ltd., Showrooms, 221, High St., Deritend 12; Works, Alcester Rd., Moseley 13. [0168/R

THE Singer agents offer immediate delivery of all 1953 models; demonstrations, exchanges; deferred payments.—Autoenenders, Ltd., Lowther Garage, London, S.W.13. Riverside 6496. [0757/R

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IMMEDIATE delivery new Phase II Vanguard saloon.

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OFFER early delivery with service on the spot, day and night garage.

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C. A. PETO, Ltd., offer immediate delivery of Phase II Vanguard saloon; list price.—42, North Audley St., W.1. May. 3051. [N3043

NEW P.2 Vanguard saloon, black, with heater; list price.—Over Hall Garages, Ltd., Staines Rd., Bedfont, Middx. Ashford 2523. [8654

STANDARD car specialists in sales and service; deferred terms.—Starnes Motors, 103, Cricklewood Broadway, London, N.W.2. Gladstone 2480. [0431/R

C. A. PETO, Ltd., offer immediate delivery of new P.II Vanguard estate car; list price; £946/15.—42, North Audley St., W.1. May. 3051. [N3043

VANGUARD Phase II saloon, enquiries invited for early delivery.—Motourists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2. [N3018

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REPAIRS of every description, insurance work a speciality, trade enquiries invited; panel beating, recellulosing and trimming under personal supervision. W. E. HAGGER, Oak Tree Rd. (facing Lord's Cricket Ground), N.W.8. [M2044/R

SHIRLEY, Croydon.—Complete overhauls and repairs, also cellulose spraying by qualified workmen.—Ham Garage, 274, Wickham Rd., Shirley, Add. 2220. [0024/R

SOLID drawn, exhaust and flexible steel tubes, steel bars, light alloys, from stockists.—C. S. Harbour, Ltd., Byon Hill Garage, Great West Rd., Isleworth, Middx. Tel. Hou. 6613. [0409/R

CRACKED cylinder blocks repaired by low-temperature process, no pre-heating or dismantling; also several cylinder blocks for sale.—Sanders & Co., Ltd., Victoria Rd., Hendon, N.W.4. Hendon 1286. [0122/R

UXBRIDGE.—Gregory's of Uxbridge, Ltd., are pleased to inform all their friends that they can undertake any repairs to any car, large stock of Vauxhall spares always carried.—Uxbridge 737. Maidenhead 787. High Wycombe 2351. [0702/R

GALLAY, Ltd., can give immediate service in the repair and rebuilding of motor radiators, petrol tanks, wings, etc.; chromium plating also carried out.—Please send enquiries to Messrs. Gallay, Ltd., 103-109, Scrubs Lane, Willesden, N.W.10. Ladbroke 3644. [0857/R

AXLESHAFTS RECOVERY Co. (Myers Process).—Consult the specialists if you have trouble with worn or broken axleshafts or axle casings; all types of splining undertaken; hub rebuilding or resplining a speciality, all sizes, inner or outer; excellent service.—Montrose Motors Ltd., Wembley 2636/4443. [0766/R

U.S. CONCESSIONAIRES Ltd., offer a complete prompt and satisfactory service for repairs and overhauls of every description at competitive prices to all makes of cars and commercial vehicles.—U.S. Concessionaires, Ltd., Pontiac Works, Fernbank Rd., Ascot (Winkfield Row 3/52 4); and 8, Jubilee Place, Chelsea (Flaxman 7752-3). [0613/R

ROOF AND REAR LUGGAGE RACKS

ROOF racks for hire anywhere, any period.—605, King's Rd., S.W.6. Renown 4455. [8414

M.G.—All-chrome tubular rear luggage racks for T.D. M.G.s, beautifully made; £6/19/6, carr. paid.—George Grose, Ludgate Circus, London. Central 5561. [0454/R

CHROMIUM-PLATED tubular steel luggage carriers, as supplied to leading manufacturers for M.G. 2-str. to T.A., £7/5; T.C. and T.D., £8; Jaguar XK120, rear panel or boot lid, £7/10; Morgan 4/4, Jowett Jupiter, £8/18/6; other models available; folding steel rear grids, for Morris 8, Ford 8, 10, 45/-; Minx, Morris 10 series I and II, 48/-; postage 2/6; roof racks £4/19/6, adjustable £5/19/6; for hire, 12/6 per week.—Derrington, 159-161, London Rd., Kingston 5621-2. [M1071

SAFETY GLASS

TRIPLEX.

EXPRESS REPLACEMENT SERVICE—wholesale and retail.

LONDON, Newton's (Kensington), Glass Merchants, 266, Old Brompton Rd., S.W.5. Tel. Fremantle 9412.

WATFORD: Balmer's, Glass Merchants, Derby Rd., Watford. Tel. Watford 4268.

SOUTHEND: Smith's, Glass Merchants, 623-4, London Rd., Westcliff-on-Sea. Tel. Southend 46248.

ALL the above are official Triplex stockists.

W. PRICE. [0635/R

FIT while you wait.—Neasden Lane, N.W.10. (Gla. 7811); 2a, New Cross Rd. (New Cross 3856); Savoy Parade, Enfield 3170; Tancred St., Taunton 2995. [0019/R

TRIPLEX.—"While you wait" replacements.—British Steel Frame Co., Ltd., Bishopsgate 9611-3. See "Windscreens." [0142/R

SHOCK ABSORBERS

JOHN A. SPARKS & Co., the

GIRLING-LUVAX largest distributors; complete new assemblies on exchange basis immediately.

JOHN A. SPARKS & Co., Girling Main Distributors, Streatham Hill, S.W.2. Tulse Hill 3454. [0356/R

KJ MOTORS Ltd., Girling-Luvax distributors replacement damper service.—Bromley, Kent. Ray 3456. [0289/R

32/6!!—Exchange reconditioned shock absorber.—Witham's, 18, Balham Hill, S.W.12. Batterses 3280/3769. [0419/R

SHOCK ABSORBERS

ARMSTRONG.—The leading hydraulic shock absorber fitted as initial equipment to the majority of cars.

NEW exchange shock absorbers, replacement links and conversion sets available from stock from your local garage or

MAIN distributors:—

LONDON and the South of England.

PARR EQUIPMENT Co., Ltd., 2, Avonmore Rd., W.14 (opposite Olympia). Fulham 4211 (3 lines).

BIRMINGHAM, West Midlands and Central Wales:—

MARLER & PARTRIDGE, Ltd., Fox Hollies Garage, Fox Hollies Rd., Acocks Green, Birmingham, 27. Acocks Green 0901.

EAST Midlands, Eastern Counties and South Yorks:—

DICKENS (SHOCK ABSORBERS), Ltd., Bullivant St., Alfred St. Central Nottingham. Nottingham 46507-8.

NORTH-WEST England:—

BRACEGIRDLE MOTORS, Ltd., Brook's Bar, Manchester, 16. Moss Side 2245-6.

JAMES H. GALT, Ltd., 71-73, Dobbies Loan, Glasgow. Tel. No. Douglas 0638.

SPECIAL telescopic conversion for Austin Cambridge; 45/- per unit complete. [0496/R

TELAFLO telescopic dampers are the latest advancement in suspension control.

EFFICIENT control maintained at low and high speeds.

LEVELS out the bad roads providing extra comfort.

AERATION and frothing troubles eliminated by exclusive patent.

FUNCTION at any angle owing to its independence to gravity problems.

LONGER life due to increased area of body.

OBTAINED from main distributors for South London, Kent, East Surrey and Sussex.

ROBIN HOOD GARAGE (ANERLEY), Ltd., Croydon Rd., Anerley, S.E.20. Syd. 7066-7. [0078/R

THE London main distributors for "Rotoflo" shock absorbers in East and West areas are Messrs. Shock Absorber Service.

EAST London Depot, 125, Lower Clapton Rd., E.5. Tel. Amherst 6488 and 6844.

WEST London Depot, 364, Uxbridge Rd., Shepherd's Bush, W.12. Tel. Shepherd's Bush 4251.

WE are equipped to give "over-the-counter" service which includes complete rebushing of your linkage, for dampers to fit most cars.

POST and rail orders are dispatched within one hour of receipt of your old units.

WE specialise in supplying dampers and special linkage for foreign and "non-standard" cars; full discount to the trade. [0158/R

RECONDITIONED shock absorbers, exchange service, all popular types, 32/6 each; lists free.—Young's, 20/32, Tooting Bec Rd., London, S.W.17. Balham 7791. [0427/R

ALL types, Eastern Counties largest stockists Armstrong, Girling, Luvax, Newton, etc., makers' units.—Prentice Aircraft & Cars, Ltd., Ipswich, Suffolk 77265-6. [5143

GIRLING, Luvax, Armstrong and Woodhead-Monroe shock absorbers, immediate delivery all types; genuine maker's parts only; trade enquiries invited.—The Leadingly Motor & Engineer's Co., Ltd., 8, Otley Rd., Leeds, 6. Tel. Leeds 52627/8. [0634/R

NEWTON shock absorbers, pioneers of tubular hydraulic suspension control, conversion kits available, M.G., Morris, Wolseley, Hillman, Humber, Austin, Standard, Jaguar, Talbot, Riley, Rover, Ford.—University Motors, Ltd., Newton Distributors, 7, Hertford St., London, W.1. Gros. 4141. [0250/R

SCOTLAND.—Armstrong, Girling, Luvax, Newton, Woodhead Monroe, contact the leading stockists for shock absorber service.—In the East, Inglis Automobiles, Ltd., 64-78, Pitt St., Edinburgh, 3. Tel. 26287. In the West, James H. Galt, Ltd., 71-73, Dobbies Loan, Glasgow, C.4. Tel. Douglas 4137. [0550/R

BRITISH, American, Continental, reconditioned guaranteed shock absorbers (and suspensions); immediate exchange Vauxhall, Luvax, Girling, Armstrong, Pear shape, Andre Friction, Telescopic, Opel, Buick, Fiat, B.M.W., etc.; competitive prices; trade discount.—"Floataire Agents," Woodhead-Monroe Stockists, Tarrant & Fraser Ltd., 10, Winchester Mews, N.W.3. Primrose 6159. [0204/R

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RICHFIELD.

SPEEDOMETER repairs.—Rev. counters, electric and lever clocks by England's most prompt, efficient and economical service, immediate replacement for most types, others within 48 hours; any make handled by our fully qualified staff, all repairs guaranteed.—See below.

SPEEDOMETER cables.—20,000 in stock, any make or type; state year, make and h.p.; all cables guaranteed.

THOS RICHFIELD & SON, Ltd., 8, Broadstone Place, London, W.1. Wel. 0402 (5 lines). Established 1898. [0070/R

SPEEDOMETER SUPPLY Co., Ltd., 34, Shelton St., Long Acre, London, W.C.2. Established 1912. Temple Bar 2700. [0165/R

PRIDE & CLARKE, Ltd.—All spares in stock, speedoheads repaired and set to zero from 15/-; quick service and quotations.—Stockwell Rd., S.W.9. Bri. 6251. [0742/R

AUTO TEMPO METER Co., Ltd., Speedometer Specialists.—All makes of speedometer and revolution indicators repaired and service exchanged; large stocks of cables; all instruments guaranteed six months; established 35 years.—140-2, King's Cross Rd., London, W.C.1. Terminus 0633-4. [0346/R

SPRINGS

LARGE stocks of road springs for all popular vehicles at low prices.—Witham's, 18, Balham Hill, S.W.12. Batterses 3280/3769. [0312/R

NEW springs, immediate delivery, front and rears, Austin, Morris, Ford, Hillman, Standard, Rover, Vauxhall, Riley, Wolseley and many others.

TRIANON Aerodrome Rd., Watford Way, Hendon, N.W.4. Hendon 7605-6. [0135

SPRINGS

WEST LONDON REPAIR Co., Ltd., Wim. 6316/7.—Repaired or manufactured, all springs tested for static load and rate of def.—56a, High St., Wimbledon. [0251/R

SUPERCHARGERS

CARBURETTORS, Ltd., manufacturers of the

ARNOTT low-pressure supercharger, can give early delivery of installations for M.G., Morris Minor, Oxford; Austin A40; all Fords; Riley 1½-litre; Standards; Triumphs; Citroens; Hillman; Bristol; Humber; Sunbeam-Talbot; Wolseley 6-80 and other cars.

CARBURETTORS, Ltd., Grange Rd., N.W.10. Tel. Willesden 5501. [0177/R

MARSHALL-NORDEO low-pressure supercharger installations guarantee outstanding acceleration, 100% hill climbing and greater power with complete reliability; installations for Allard, Ford, M.G., Morris, Triumph, Vanguard, etc., for home and export orders, prices from £60 complete with all fittings.

NORTH DOWNS ENGINEERING Co., Westway, Caterham. Caterham 2365. [0755/R

TYRES AND TUBES

SHARMANS.

SHARMANS TYRE SERVICE for deep tread, guaranteed remoulds.

PLEASE write or 'phone for prices of new and remould covers; delivery from stock by first passenger train.—Sharmans, Lanark Rd., Maida Vale, London, W.9. Cunningham 7321-2. [0649/R

MARBLE ARCH.

EXTENSIVE stocks brand new tyres, Dunlop, Avon, North British, etc., all sizes in stock.

MARBLE ARCH MOTOR SUPPLIES, Ltd., 286, Camberwell Rd., S.E.5. Tel. Rodney 2181. And branches. [M3002/R

TYRES—Tyres—Tyres.

MAKE the road safer, tyres are expensive, protect your own life and the lives of others by having good tyres; we will sell on easy payment if so desired.

CLEVELAND'S GARAGE, Felixstowe Rd., Ipswich. Tel. Ipswich 77328. [0565/R

TYRES!!! Tyres!!! Tyres!!!

10000 tyres in stock, every size and make, new, remould, etc.; please write or phone your tyre enquiries to

H. MATTHEWS, Ltd., the tyre specialists of over 50 years' standing.—89-97, Stockwell Rd., London, S.W.9. Tel. Brixton 2026 (3 lines). [0150/R

VETERAN beaded-edge tyres, new or used.—Welham, 5, Surbiton Hill Rd., Surbiton. Elmbridge 1873. [0395/R

PRIDE & CLARKE, Ltd., for ex-Government and remould tyre bargains; quotations by return, state size required.—Stockwell Rd., S.W.9. Brixton 6251. [0738/R

BULL'S.—A tyre for every job, prices reduced, new and remoulds, call or let us quote, let us remould your own covers.—Bull's Rubber Co., Ltd., 173, Shaftesbury Ave., W.C.2. Tel. Tem. Bar 1747. [0774/R

TYRES and tubes (used and remoulds), all 13in, 14in, 15in, 16in, 17in, 18in, 19in, 20in, 21in; also beaded and obsolete tyres; all commercial ex-W.D., tractor and farming sizes available.—Cook, 589, Stapleton Rd., Eastville, Bristol. [0687/R

TYRES.—New, slightly used and rebuilt in all car, lorry, trakgrip and tractor sizes; write, stating your size and receive per return of post our quotation, post orders only.—The Goswell Rubber & Tyre Co., Ltd., 145-149, Camden Rd., N.W.1. Tel. Gulliver 5421 and 5422. Wires: Goswelltiro, Norwest, London. [0087/R

TYRES, sound, part used; car sizes, 350 to 500, 33/-; 525 to 600, 39/-; 625 and over, 45/-; carriage included; quotations for lorry and other sizes per return; money refunded if tyres returned unused in seven days; cash or P.O. with order to Jayness Tyre Co. (Dept. A.C.), 68-72, North Wharf Rd., London, W.2. [0163/R

EXCHANGE your worn tyres for 1st-grade remoulds. 500×14, 48/6; 500×16, 50/6; 550×16, 59/6; 600×16, 69/-; 450×17, 49/6; 475/500×17, 55/6; 450×18, 50/6; 475/500×18, 59/6; 550×18, 65/6; 450×19, 52/6; 500×19, 60/6; all other sizes, new and remould, new tubes from 9/6, immediate fitting, open 8.30 a.m. to 6 p.m. inc. Thursday and Saturday.—H. Yates & Co., 1454, High Rd., Whetstone, London, N.20. Hillside 7817. [7353

Tyres Wanted

CASH for your old car or motor cycle tyres, if suitable for remoulding; please send them plainly labelled and we will send cash by return; up to 500in section 10/- each, 5.25 to 7.00 15/- each.—Bradberry Motors, Ltd., Twickenham Rd., Hanworth, Middlesex. [6057

PLEASE send us your sound covers fit for remoulding; up to 5.00in section, 10/- each; 5.25 to 7.00in, 15/- each; cash despatched within 24 hours of approval; please label plainly.—Sharman's Tyre Service, Lanark Rd., Maida Vale, London, W.9. Cunningham 7321-2. [0675/R

WHEELS, DISCS, ETC.

ALL types of wheels repaired, replacement service.—W. & L. Page, Pottery Rd., Brentford, Middlesex. Tel. Ealing 5536. [0680/R

MOST types of easy clean and wire wheels in stock.—Turner & Knight, Southfield Paddocks, Popes Lane, Ealing, London, W.5. Eal. 4298. [0678/R

WHEELS (used) all sizes for cars, trailers, caravans, commercial, ex-W.D. and farm vehicles.—Cook, 589, Stapleton Rd., Eastville, Bristol. [0888/R

WEST LONDON REPAIR Co., Ltd., Wim. 6316-7.—Wire wheels repaired, converted, resplined, reenamelled. East clean wheels repaired, retrued.—56a, High St., Wimbledon. [0636/R

CLARE'S MOTOR WORKS.—Large stock wheels, wire Easy Clean and Artillery rebuilt and second-hand exchange service.—260, Knight's Hill, West Norwood, S.E.27. Gipsy Hill 0182. [0628/R

WINDSCREENS

AUSTIN 7, 1932-34, £4/5, Ford 8/10, £5/5; trade also supplied.—D. W. Price, Neasden Lane, N.W.10. [0258/R

BRITISH STEEL FRAME Co., Ltd., 205, Cambridge Heath Rd., E.2, manufacture sports and special windscreens, Ford, Austin 7, fixed and sliding windows for utilities. Bishopsgate 9611-3. [0908/R

BUSINESS & PROPERTY, SITUATIONS, BOOKS

BUSINESS AND PROPERTY

ROSS, MORGAN & PARTNERS, 5, Stanley Rd., Teddington. Molesey 2246-9.

OFFER a choice selection of personally inspected and recommended garages and filling stations throughout the United Kingdom from £2,000-£50,000; propositions capable of withstanding investigation urgently required for waiting applicants. [8487

GARAGE, Leamington; nice house; good profits; freehold £5,250.—14, Leyborne Park, Kew. [8566

GARAGE for sale in Eire, complete with full equipment, passed and approved by S.M.T.A.—Box 0576. [8109

MESSRS. GLADDING SON & WING, chartered surveyors, auctioneers and valuers, 8-11, Pavilion Buildings, Brighton (Tel. 23284), offer the following:—

ESSEX.—Important corner position, old-established automobile and general engineering business, excellent house adjoining; price "all-at" £7,000, s.a.v.; or alternatively 21 years' lease may be granted at £234 per annum; price for equipment and goodwill £2,000, s.a.v.

WARWICK.—Main road filling station and garage, no accommodation, petrol sales between 350,000 and 400,000; freehold; £10,500.

FURTHER particulars of above and other garages available from Gladding, Son & Wing.—As above. [M2021A

OPPORTUNITY for someone to join advertiser in acquiring a garage and filling station; one able to take charge of repair service preferred.—Box 0431. [8242

EXCELLENT opportunity to purchase old-estab. filling station and garage, in West Somerset; owner wishes retire; first-class agencies held; nice house if required; freehold.—Box 0447. [8562

RHODESIA.—Excellent business, car sales, petrol, repairs; substantial audited profits; inclusive price £14,000, partly deferred if necessary.—Write BCM/MUTINV, London, W.C.1, or Tel. 46539 Southbourne (Hants). [8531

CHURCH, HOWARD & HILLS, Ltd., specialists, agents and valuers to the motor trade, offer selection of motor businesses available in all parts; details upon application, stating requirements, to—39, Kew Rd., Richmond, Surrey. Tel. Ric 2351-2-3. [M1047

EXCEPTIONAL offer, garage/petrol station, busy main road to West Country; good pumps and petrol sales; repair shops; lease; good rent; splendid house; heavy schedule equipment; low price.—Edwards, 22, Hampstead High St., N.W.3. [8611

GOY & RICEARDS, Ltd., the Motor Industry's Specialist Agents and Valuers for all purchases, sales and valuations of garages, filling stations, etc.—Goy & Richards, Ltd., 33, High St., N.W.3. Tel. Hampstead 8090. [0546/R

ALDRIDGES (Est. 1753), Auctioneers and Estate Agents, have available several est. motor businesses with distributorships and main agencies; also garages and filling stations in London, Home and Southern Counties.

EAST LONDON.—Main A.118; established general motor business, agencies, servicing, pumps, approx. 2,500 g.p.w.; freehold, corner showrooms, fully equipped, workshops, offices, approx. 12,500 sq ft, substantial concern.

HERTS.—Main road motor engineering business; diesel commercial distributors and car agencies; extensive workshops, showroom, stores and offices, fully equipped; pumps, sound business, freehold.

ENQUIRIES are invited to Estate Department, William Rd., N.W.1. Eus. 2352. [M1004

CARDIFF.—Old established motor business showrooms, well equipped workshops, new car sales, petrol repairs, good living accommodation, goodwill, stock, plant, valuation about £9,000 to £12,000; long lease, rent £675 p.a., accountant's figures; only genuine enquiries please.—Box 0514. [8027

MOTOR showrooms for 25 vehicles, member leading motor ass.s; manufacturer's agent, all usual offices; 5-roomed flat; freehold property; also large work and spray shop, modern plant, room for additional 25 vehicles; every investigation invited.—Enquiries, 4, Wheelers Lane, Epsom. Epsom 3100. [8403

MUST be sold owing to death of proprietor; Bexhill-on-Sea, well equipped old-est. garage, capacity 10 cars; first-class living accommodation (flat above garage); price, including 3 self-drive hire cars, £5,000 (mortgage allowed, £2,000 to approved purchaser).—Enquiries to Mrs. M. Smith, c/o 40, Allen Rd., Rushden, Northants. [8358

A20 filling station and garage, 5 pumps, 120,000 galls. p.a., 6,000 sq ft plus lock-ups; 70 yrs. lse., G.R. £30 p.a. 2nd garage main shopping centre Kent town, 6 pumps, 90,000 galls. p.a., 7,000 sq ft, testing and servicing plant, 80 yrs. lse., G.R. £26 p.a., sub-agencies popular cars, showrooms and offices; price the two, £35,000 on share transaction basis.—Apply Sole Agents, Da Costa & Partners, 83, George St., W.1. Wel. 0651-2-3. [8497

HIGH-CLASS country cafe with good living accommodation and separate staff bungalow; also 6-pump electric petrol station with charming detached residence, built 1939; the whole standing on some 1½ acres with poultry houses, orchard, greenhouse, etc., and modern equipment; freehold; situate main road Leicestershire, London and South-West; established over 30 years; ample scope for development; owners retiring; further particulars from the sole agents.—Walker, Walton & Hanson, Byard Lane, Bridlesmith Gate, Nottingham. Tel. 47271. [8396

Business & Property Wanted

PRACTICAL engineer requires sound garage and filling station, preferably main road, Sussex, Hants, Dorset; other southern areas considered.—Write G.G., c/o Edwards, 110, Cheltenham Rd., Bristol. [8612

WANTED, garage and filling stations (Southern Counties pref.) with good bungalow or house up to £5-6,000 cash; neglected business no objection.—Clyntyn, Castle Walter, Rhuallt, Flints. [8486

GARAGES and filling stations in London, Home and Southern Counties, well sited with good petrol sales, required for numerous applicants.—Parts, please to Aldridges Estate Department, William Rd., N.W.1. Eus. 2352. [W1004

GODDARD & SMITH are requiring on behalf of numerous buyers, garages and filling stations, in London area or provinces as going concerns.—Particulars to Garage Dept., 22, King St., St. James's, S.W.1. Tel.: Whitehall 2721 (20 lines). [0291

SITUATIONS VACANT

The engagement of persons answering these advertisements must be made through the local office of the Ministry of Labour and National Service, etc., if the applicant is a man aged 18-64 or a woman aged 18-59 inclusive, unless he or she or the employer is excepted from the provisions of the Notification of Vacancies Order, 1952.

EXPERIENCED salesman required by used car depot, Ealing area; good education, appearance and record essential.—Box 360. [C2057

MOTOR fitter fully experienced popular make cars; highest rate paid, plus bonus; permanency.—Hampstead 0087-9. [8642

EXPERIENCED salesman required, Sutton/Surrey district; good record essential; state experience and salary required.—Box No. 0549. [8650

EXPERIENCED salesman required for Ford main dealer, for private and commercial vehicles.—Verulam Motor Co., Ltd., London Rd., St. Albans. [8440

SALESMAN (young), car and commercial, required by Austin distributors in the South West; previous experience essential; full particulars, age, salary, etc., to: Box 0495. [8424

VACANCY occurs for mechanic trained in overhaul and maintenance of Rolls-Royce cars; only men of proved ability need apply; south of England.—Send full details to Box 0514. [M1012

CAR salesman required by firm in West End area; must have knowledge of buying; opportunity for live man to join small firm with 6 agencies.—Write fully (own staff informed) Box 0548. [C5060

EXPERIENCED salesman, able to carry through transactions in new and used cars; good opening with old-established company.—Howes & Sons, Ltd., Chapel Field, Norwich. [8359

CAR salesman to run sales department in old-established family business in West End, possibility of interest in firm; excellent prospects on initiative.—Box 0547. [8656

PERSON of good appearance and education required for buying and one for selling departments of Chepstow Garages, Ltd., Ledbury Rd., W.11. Bayswater 2949. [M1042

WORKSHOP supervisor/asst. service manager required by Rootes distributor in Midlands; flat available.—Write giving details age, experience, remuneration expected, to Box 0519. [8506

EXPERIENCED salesman for responsible position required by Edinburgh distributors of popular make of cars and commercial vehicles; good prospects for suitable applicant.—Apply Box 0546. [8631

VANDERVELLS of Hampstead have vacancies for skilled mechanics and lubrication bay operator.—Apply, works manager, 215, Haverstock Hill, Belsize Park (tube), N.W.3. Pri. 4441. [M4057

JUNIOR salesman required by progressive motor firm N.E. Hants, holding main agencies, pleasing personality essential, excellent prospects, basic salary with commission, apply by letter for interview to—Box 0542. [8075

LEADING motor vehicle manufacturers require fully experienced truck salesman to operate initially in Europe; fluent French and German necessary; apply giving full details, age and photograph to—Box 0565. [8088

LONDON distributors have a vacancy in the service station reception department; applicant must have had previous experience in interviewing customers and receiving cars, for repair work; write giving details and salary required to—Box 0544. [8062

CELLULOSE charge hand sprayer wanted, fully experienced colour matching, lining and synthetic; only first-class man capable of controlling labour and seeing job through need apply.—Thornhill Coachworks, Ltd., 55, Cloudesley Rd., N.1. Ter. 7201. [8042

WORKING manager, full experience motor engineering, electrical, cellulosing, welding, diagnosing, estimating, essential all automobile repairs, well equipped works N.W. London; family flat for suitable man, age 34-45.—Apply first by letter to Box 0248. [7722

GENERAL Sales Manager required by firm of Nuffield Distributors in Birmingham. Applicant must have wholesale and retail sales experience both practical and administrative; the position is permanent and progressive; the commencing salary determined by experience.—Box 0445. [8356

MOTOR Agents for leading make of vehicle and car in South West London area require first-class salesmen, both commercial and passenger car; good salary paid to first-class applicants; preference given to experienced men; sound references absolutely essential.—Write giving full particulars to Box 0474. [8416

MOTOR fitters urgently wanted. Ford experience preferred but not essential; one of the finest workshops in the country; good canteen facilities.—Apply Works Manager, W. J. Reynolds (Motors), Ltd., Main Ford and Fordson Distributors, Ford House, New Rd., Dagenham. Rainham 770 (8 lines). [M5065

CAR salesman required due to considerable expansion; experienced personnel able to date and value for part-exchange transactions; earnings £1,500 per annum; unlimited scope with every assistance given; for appointments, please write in the first instance to: J. Davy, 180-4, Kensington High St., London, W.8. [M1069

STORES assistant required for extensive commercial vehicle stores situated north London, one with Bedford experience preferred; also motor mechanics with petrol and diesel experience, coach painters and body builders; good canteen facilities.—Write, stating experience, age and wage required, to Box 0545. [8632

EXPERIENCED workshops receptionist, capable of diagnosis, estimating and costing required by main Ford dealers; previous Ford experience preferred (applicants over 45 will be given consideration); write stating qualifications and salary required to—Ripleys (Bridlington) Ltd., Hamilton Rd., Bridlington, E. Yorks. [8406

EAST Midland firm of motor traders require salesman; applicant must be thoroughly experienced in the buying and selling of cars and commercial vehicles of all classes, and be able to work and organize on own initiative; this position offers very sound prospects to the right man; age immaterial.—Write fully in first instance to Box 0496. [8425

SITUATIONS VACANT

EXPERIENCED workshops foreman required by main Ford dealers, capable of taking charge of workshops; Ford experienced preferred; accommodation available, if required (applicants over 45 will be given consideration); applications in writing, stating qualifications and salary required to—Ripleys (Bridlington), Ltd., Hamilton Rd., Bridlington, E. Yorks. [8405

SITUATIONS WANTED

ASSISTANT manager, 30, seeks change, London or south.—Box 0510. [8479

YOUNG chartered accountant desires position of trust and responsibility in retail motor trade; reply in confidence to—Box 0529. [8036

LATE Garage owner/motor engineer, age 46, seeks managership or other interesting post; 28 years' experience; South or South West preferred.—Box 0446. [8561

SALES and service executive, apprenticed, having over 20 years' experience both wholesale and retail, free to reside anywhere and willing to travel.—Box 0532. [8607

BOOKS, ETC.

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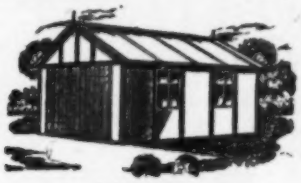

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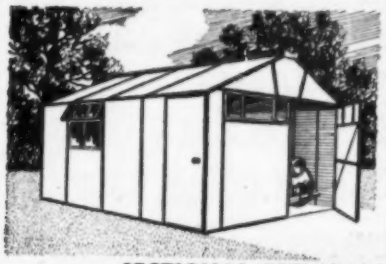

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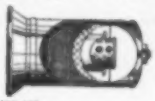

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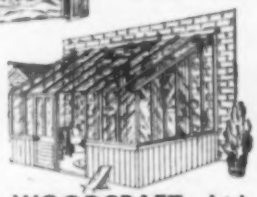

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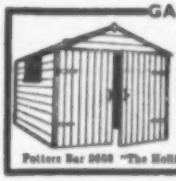

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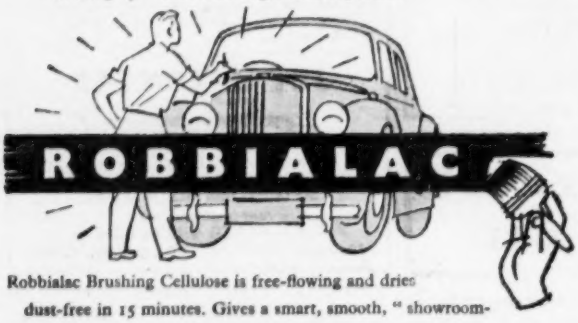

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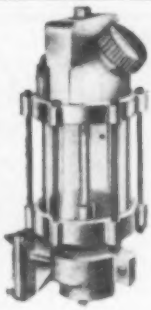

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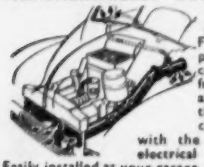

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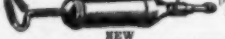

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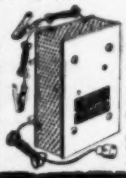

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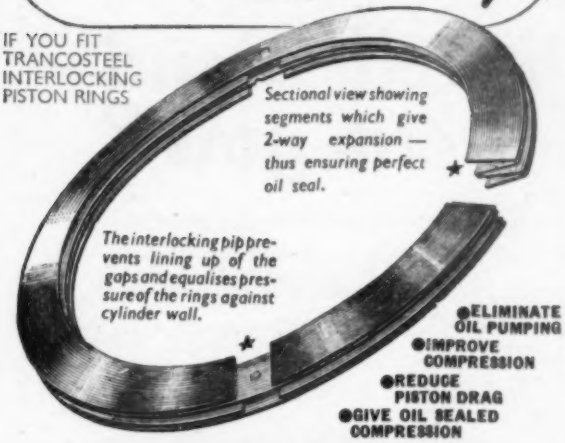

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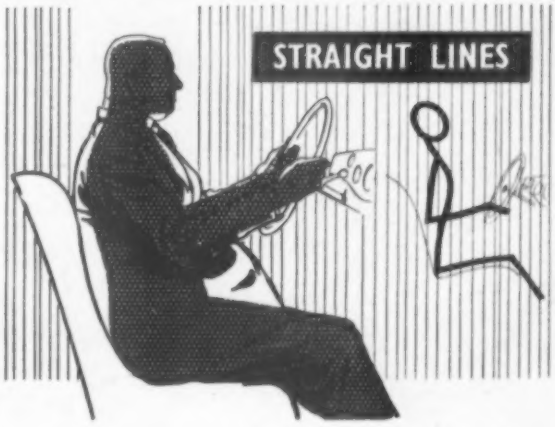

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